



# 10<sup>th</sup> Street SW and Banneker Connection

## Public Meeting

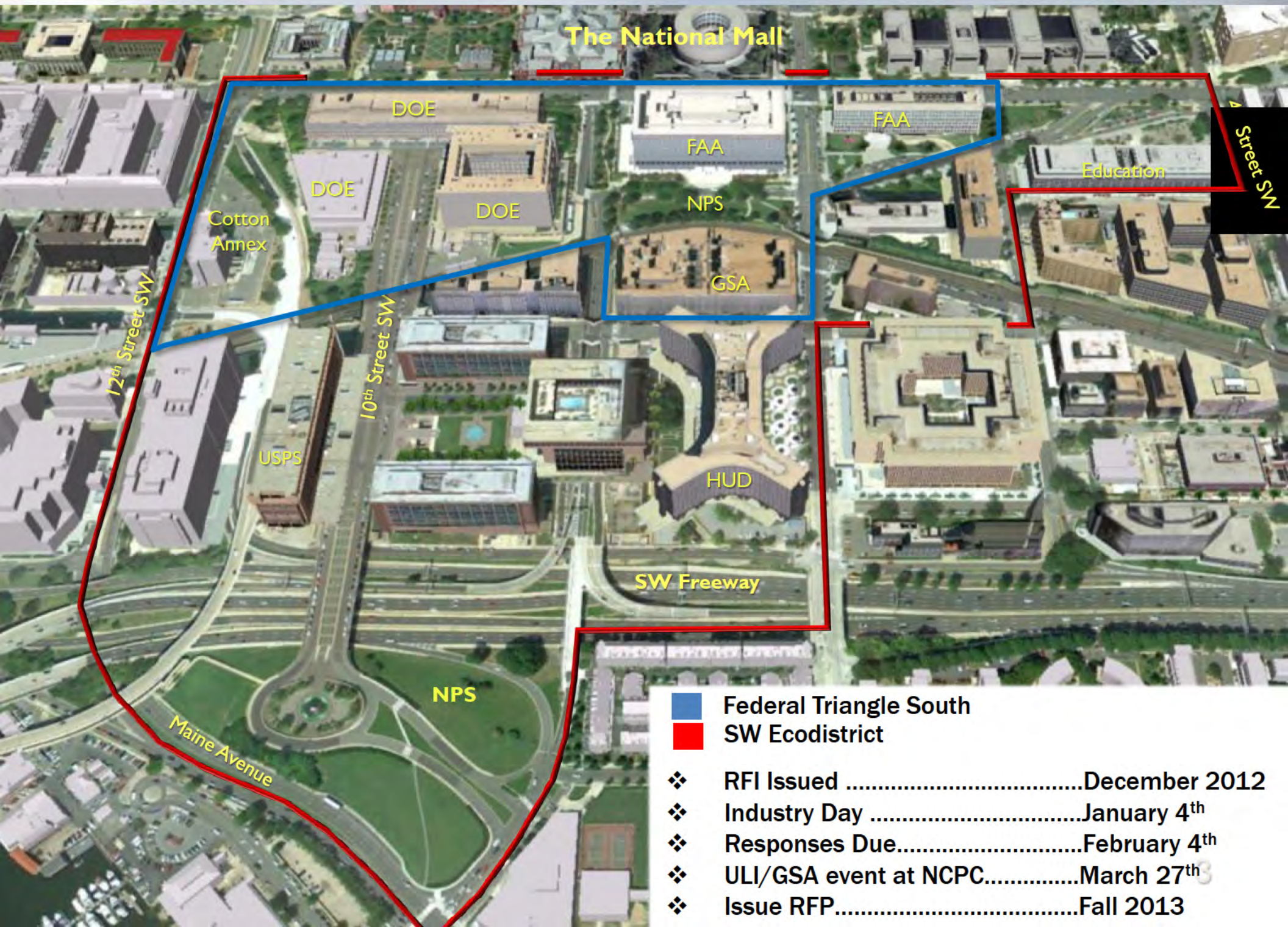
December 4th, 2013

## Agenda

<b>Welcome</b>	6:30
<b>Project Overview</b>	6:35
<b>10<sup>th</sup> Street and Banneker Connection</b>	6:40
❖ 10 <sup>th</sup> Street Short-Term Improvements	
❖ Banneker Interim Connection Concept	
❖ 10 <sup>th</sup> Street Long-Term Improvements	
<b>Advancing the Plan - Design Guidelines</b>	7:10
❖ Park Character	
❖ Streets	
❖ Building Scale	
<b>Discussion at Boards</b>	7:30
<b>Adjourn</b>	8:30







■ Federal Triangle South  
■ SW Ecodistrict

- ❖ RFI Issued .....December 2012
- ❖ Industry Day .....January 4<sup>th</sup>
- ❖ Responses Due.....February 4<sup>th</sup>
- ❖ ULI/GSA event at NCPC.....March 27<sup>th</sup>
- ❖ Issue RFP.....Fall 2013



# District Coordination

## DC Zoning Update

- Ongoing coordination with GSA and DCOP
  - New zone introduced to Zoning Commission Sept. 2013
- 

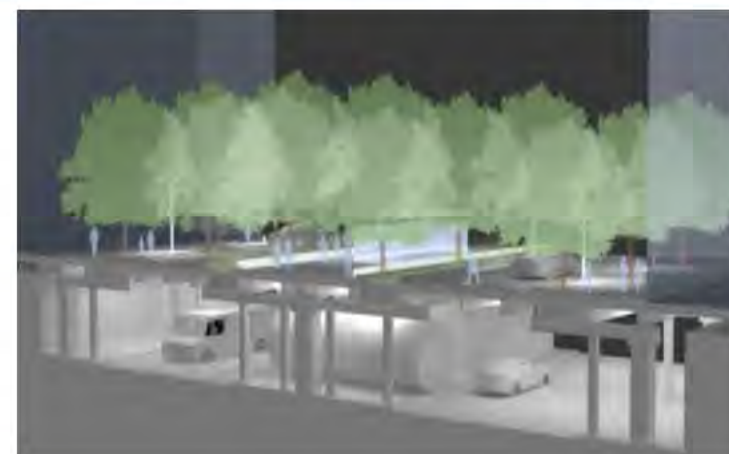


MARYLAND AVENUE SW  
TRANSPORTATION STUDY

- Public Scoping Meeting in June
- 4 Interagency Meetings (June, Aug, Sept, and Nov.)
- Next key milestone: alternatives development this fall

## ❖ Stormwater Infrastructure Study

- Treat stormwater and greywater for non-potable water reuse.
- Tap well water for potable water needs and replenish it with stormwater and greywater.
- The system is feasible and has a reasonable payback period.



## Return on Investment

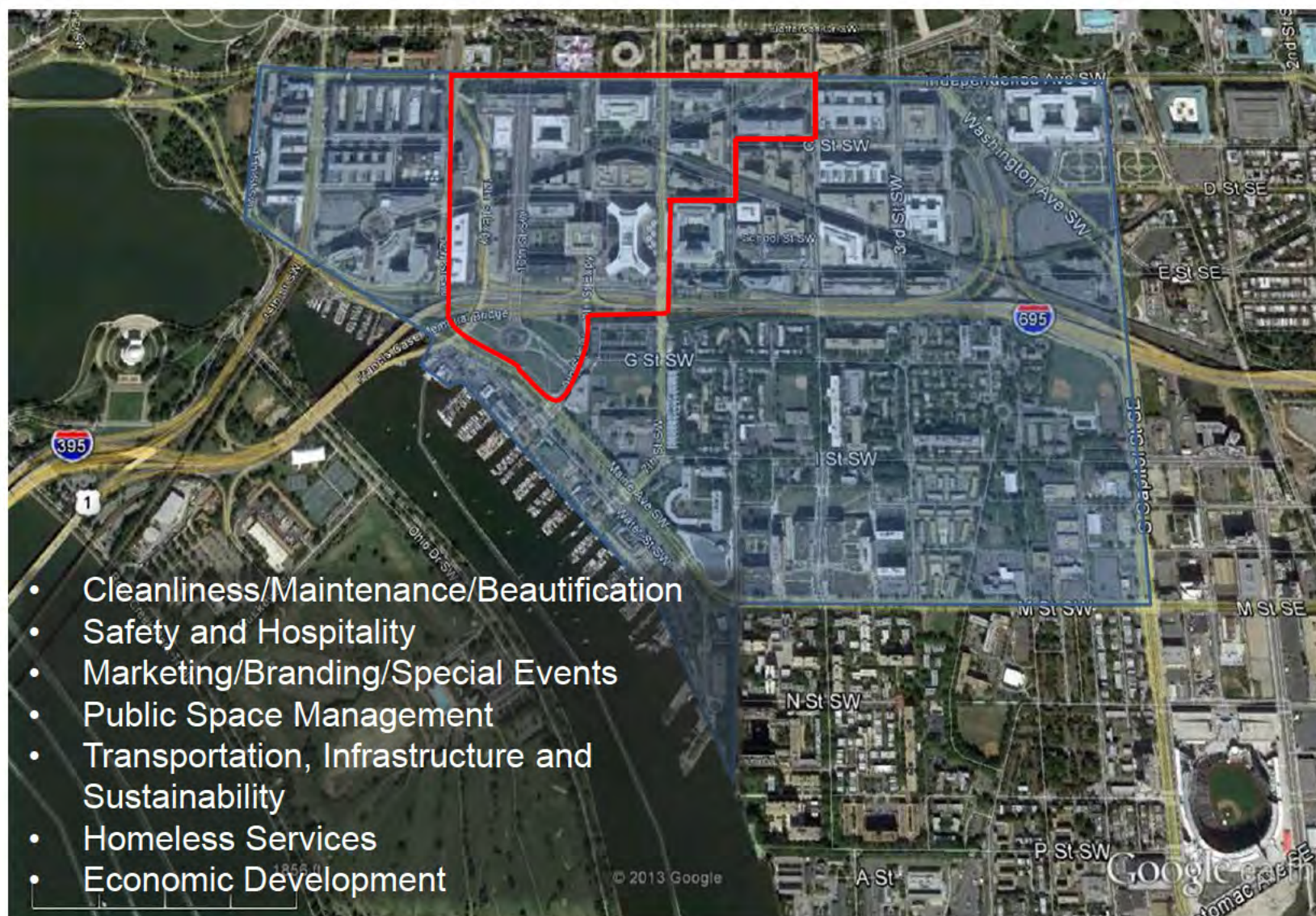
	No Action	11% Reduction in Municipal Water Use	70% Reduction in Municipal Water Use	100% Reduction in Municipal Water Use
\$1/SRC	6 years	3 years	11 years	15 years
\$2/SRC	4 years	2 years	5 years	7 years
\$3/SRC	4 years	1 years	4 years	4 years
\$3.50/SRC	3 years	1 years	3 years	4 years

Value of credits will depend on supply and demand

SRC = Stormwater Credit



## ❖ SW Business Improvement District Legislation – Introduced September 17th



- SW BID Boundary
- SW Ecodistrict Boundary



- ❖ Smithsonian Institution Master Plan
- ❖ Independence Avenue Coordination



Independence Avenue Today

## 10th Street Programmatic Concept + Banneker Overlook Connection

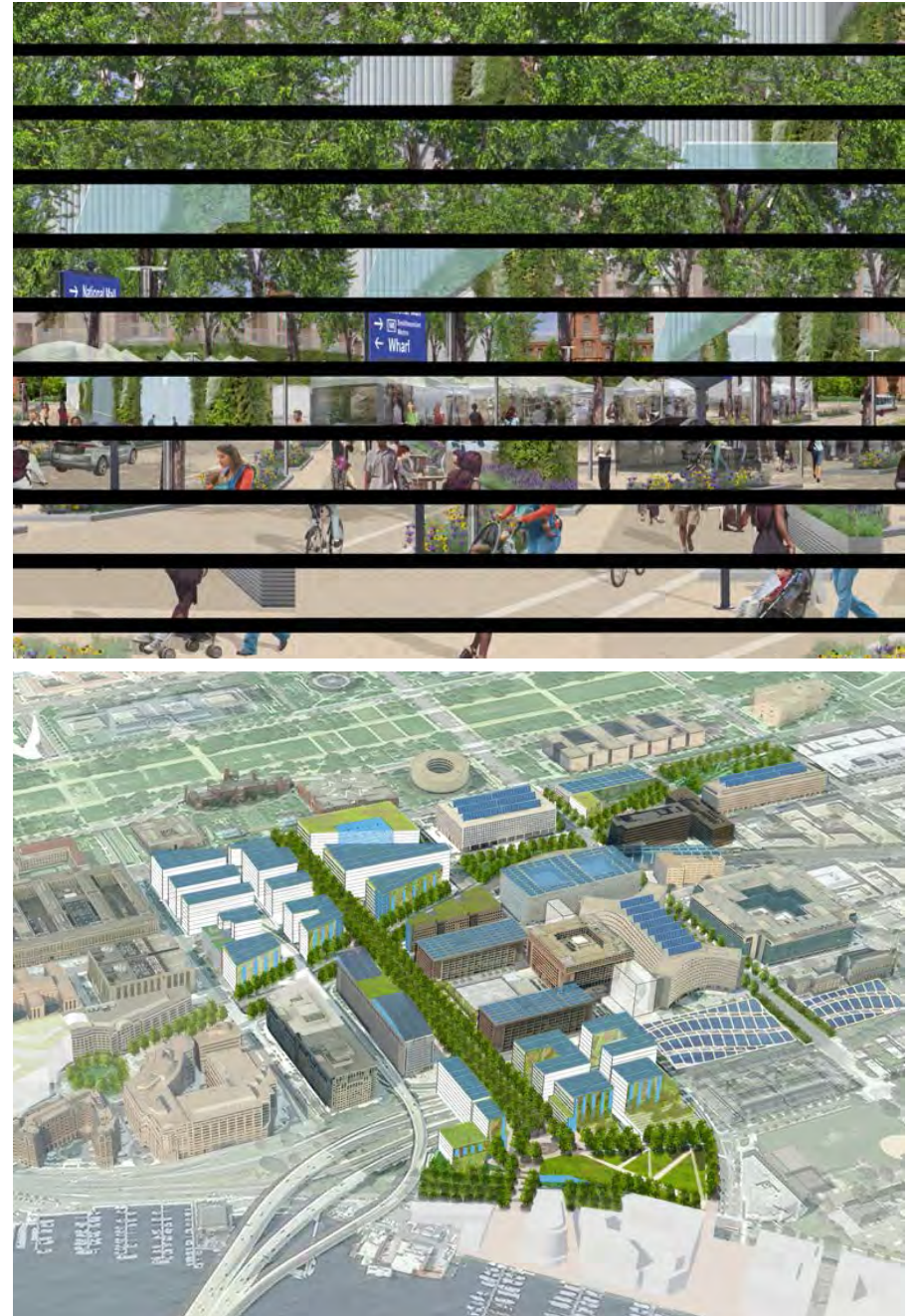
- |                                     |          |
|-------------------------------------|----------|
| • Public Meeting                    | May      |
| • CFA Information Presentation      | June     |
| • NCPC Information presentation     | June     |
| • Working Group Meeting             | Sept     |
| • SW Ecodistrict Task Force Meeting | Nov      |
| • CFA Presentation                  | Nov      |
| • Public Meeting                    | Dec      |
| • NCPC Concept Presentation         | Jan 2014 |



Working Group at ZGF on September 13

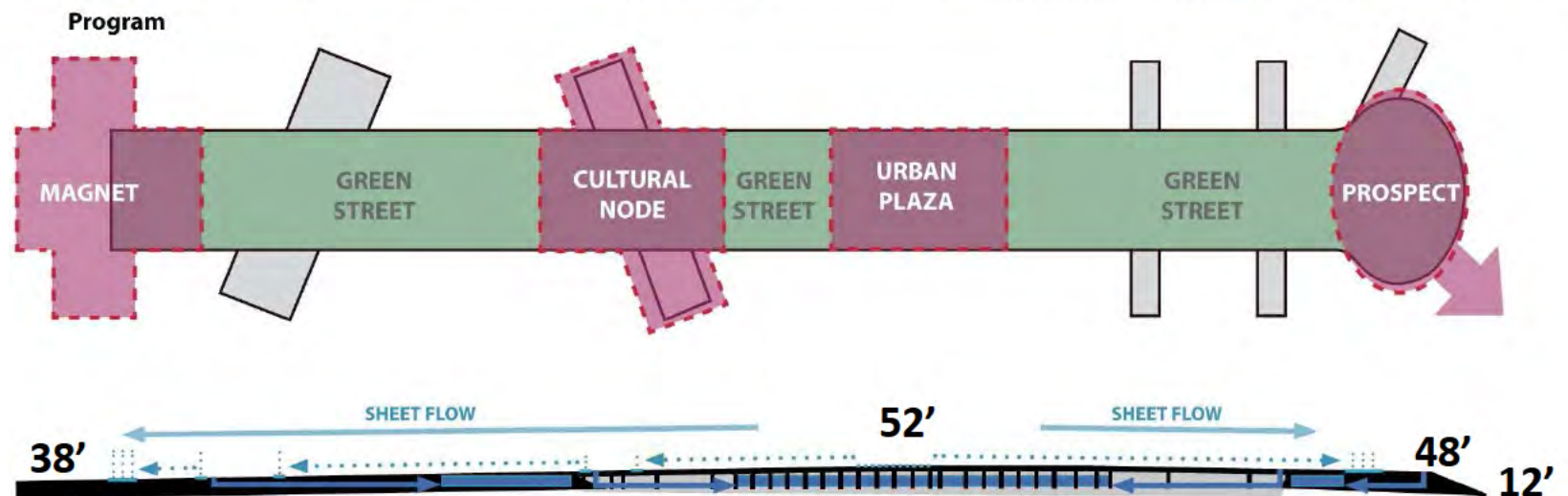


1. Short Term Improvements
2. Long Term Urban Design Program
3. Preliminary Design Guidelines





## Design Framework – Unified Connection with Potential Episodic Features



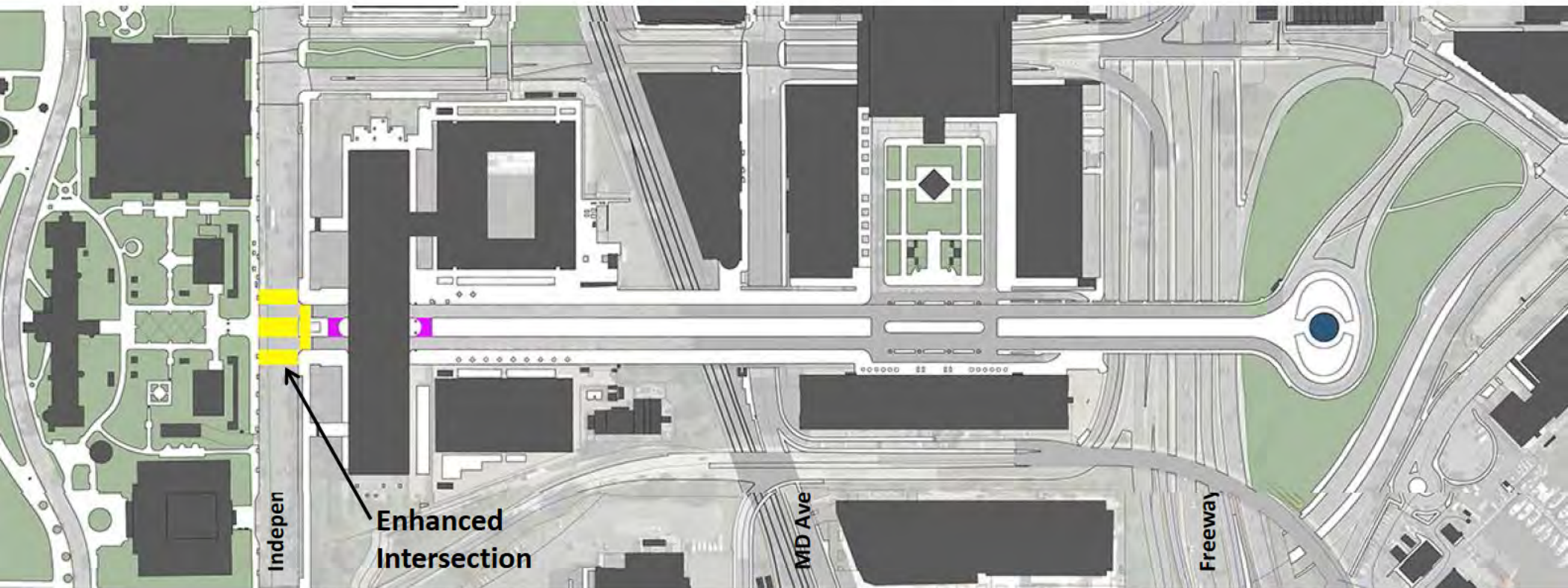


## Short Term Improvements - *Entry, Program, Wayfinding and Connection*





## Short Term Improvements - *Entry, Program, Wayfinding and Connections*



Existing Intersection



Enhance Independence Avenue/10<sup>th</sup> Street Intersection with defined crosswalks and Tactical Urbanism



## Short Term Improvements - *Entry, Program, Wayfinding and Connections*

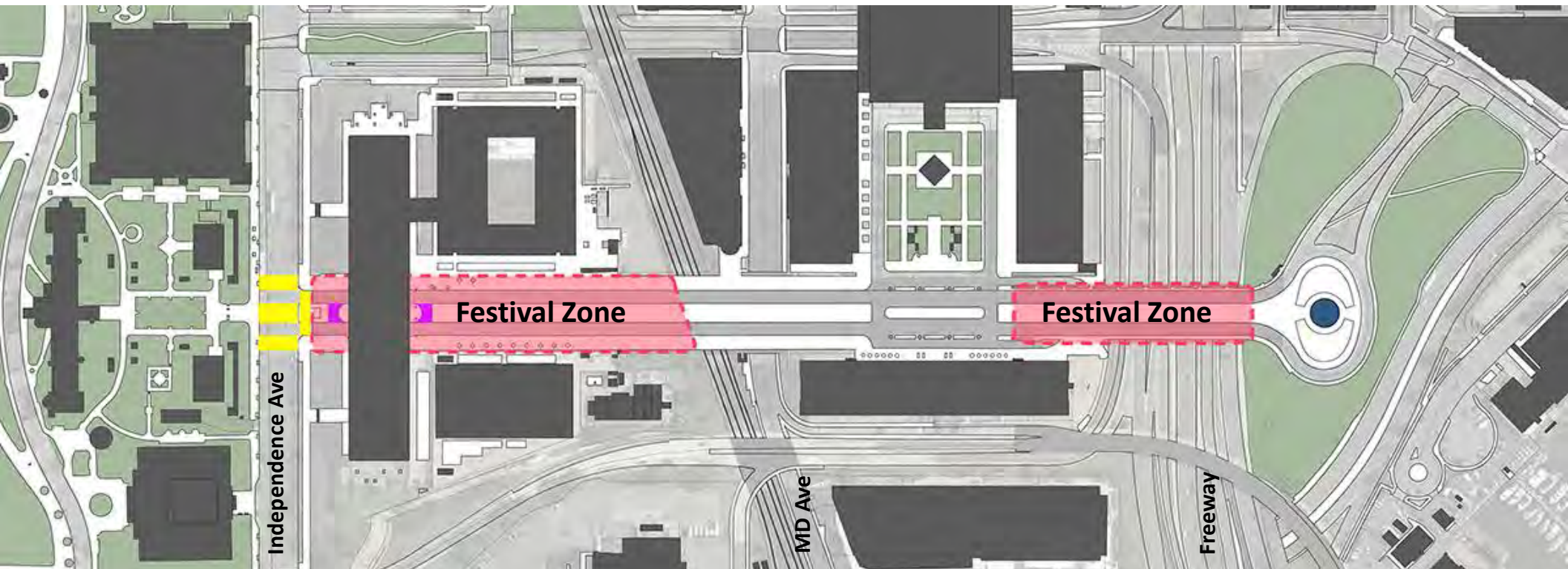


Photo Simulation of Festival at D.O.E.

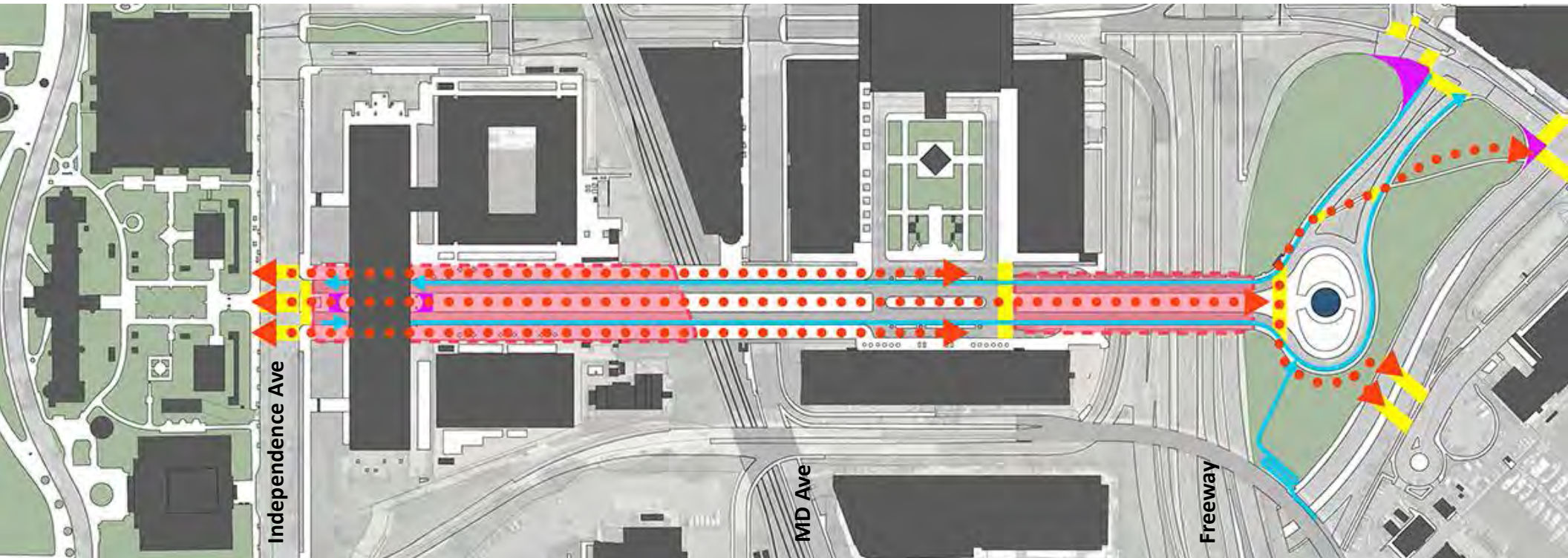






### Potential Area for Festival Programming

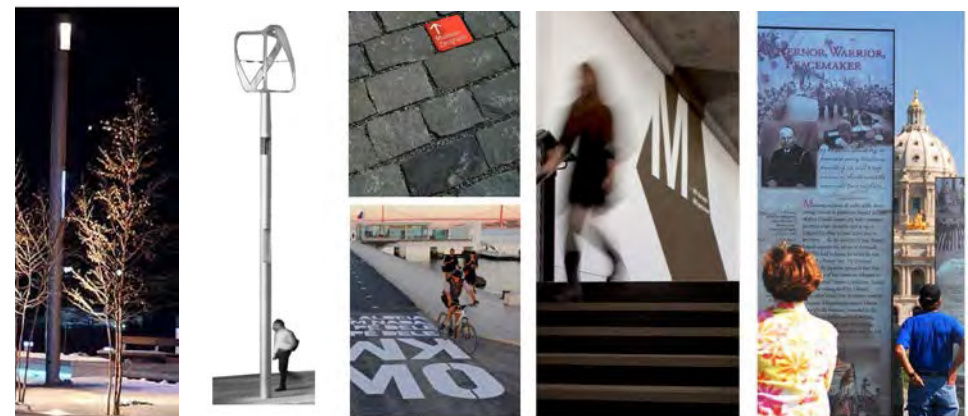
Consider temporary improvements such as street art, lighting and music



# Short Term Improvements - Entry, Program, *Wayfinding and Connections*



1. **Wayfinding**  
 Improvements for entire length
2. **Pedestrian and Bike Safety Improvements**  
 Enhanced crosswalks  
 Bike Lane  
 Potential Lane Modifications
3. **Interim Banneker Connections**  
 Stair connection to Fish Market  
 Path connection to 9<sup>th</sup> Street



Potential wayfinding – Vertical and horizontal examples

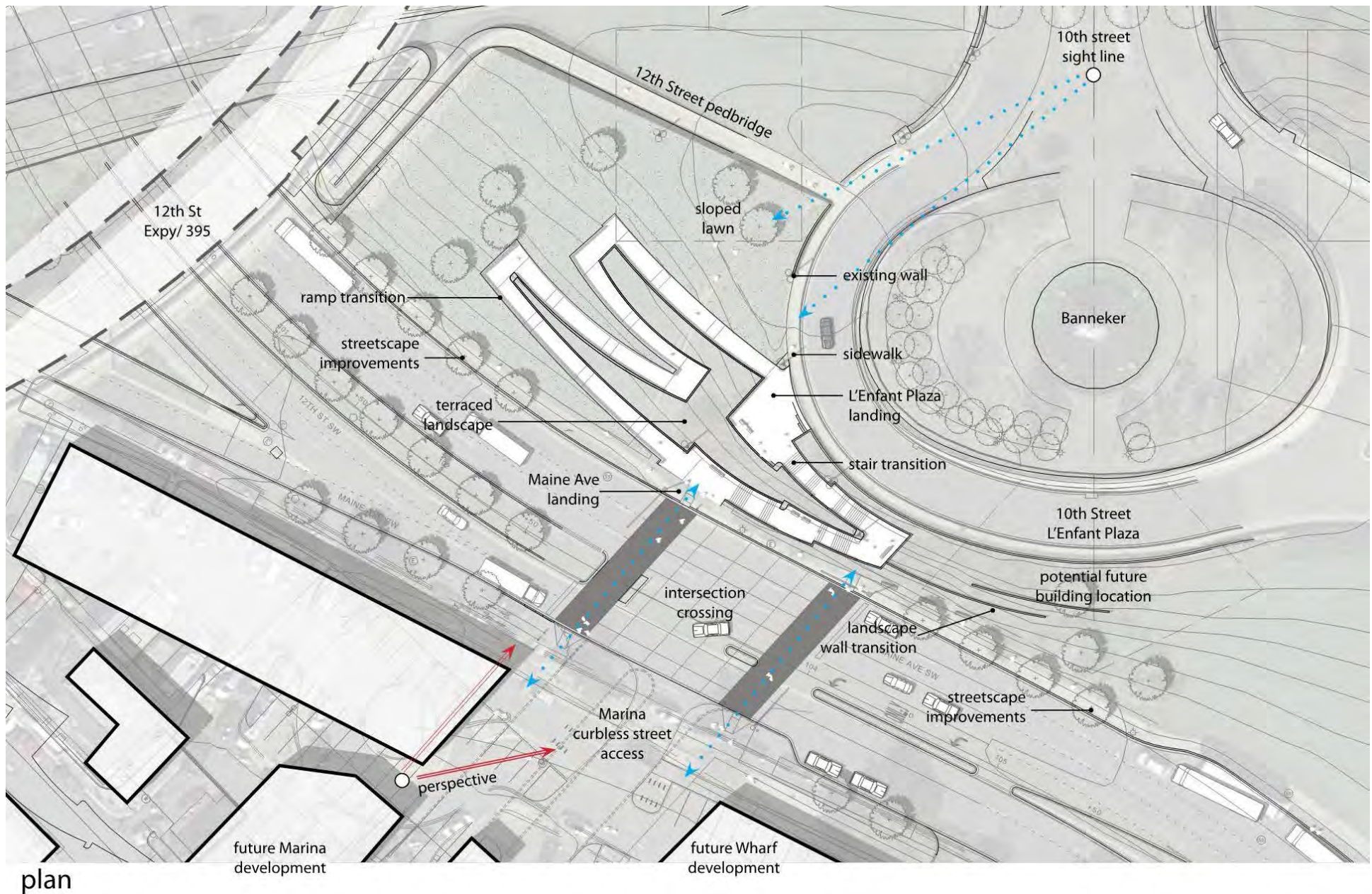


# **Interim Banneker Connection**

## **Revised Design Program and Concept Plan**

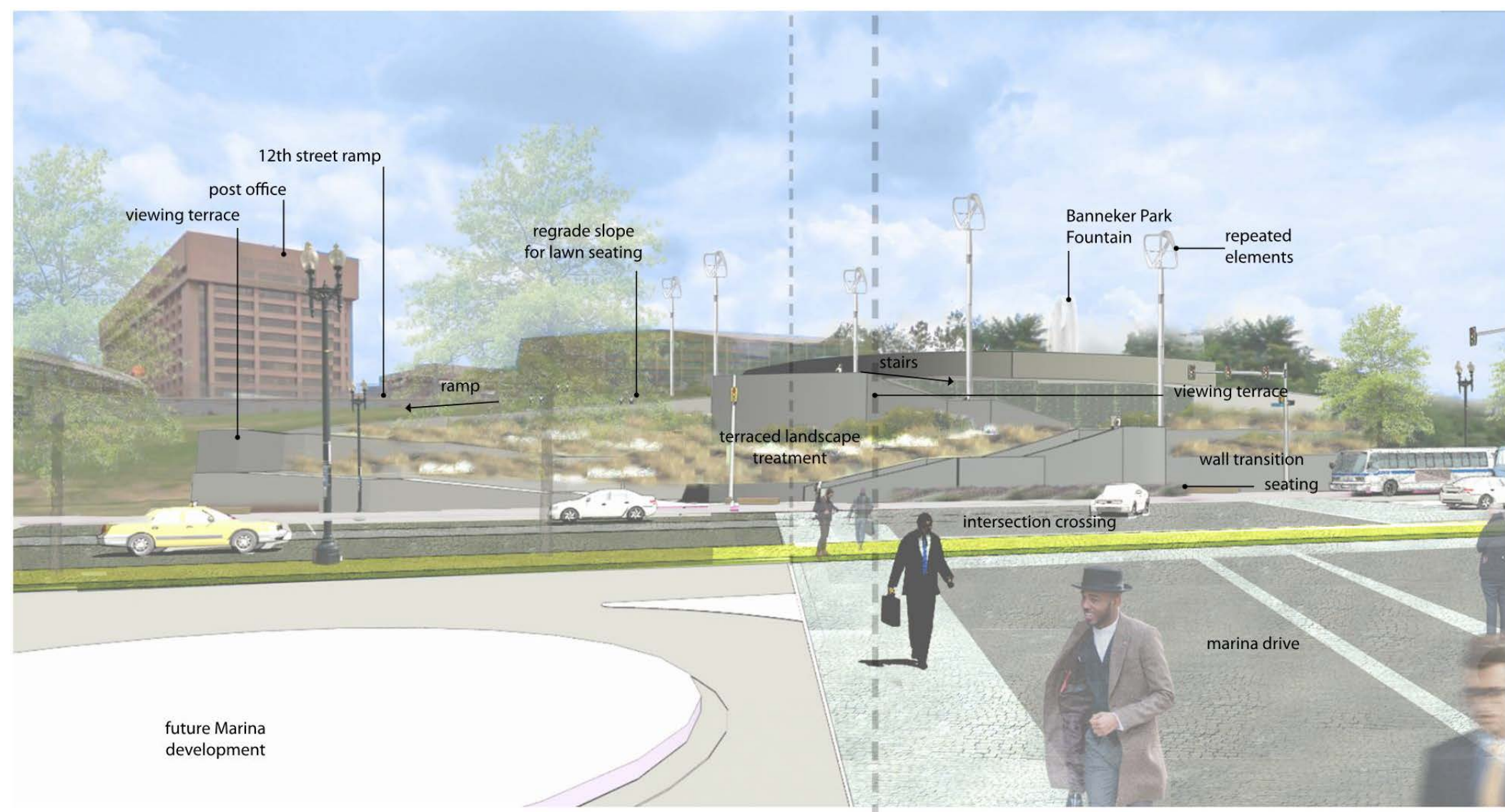


## Previously Presented Concept Plan





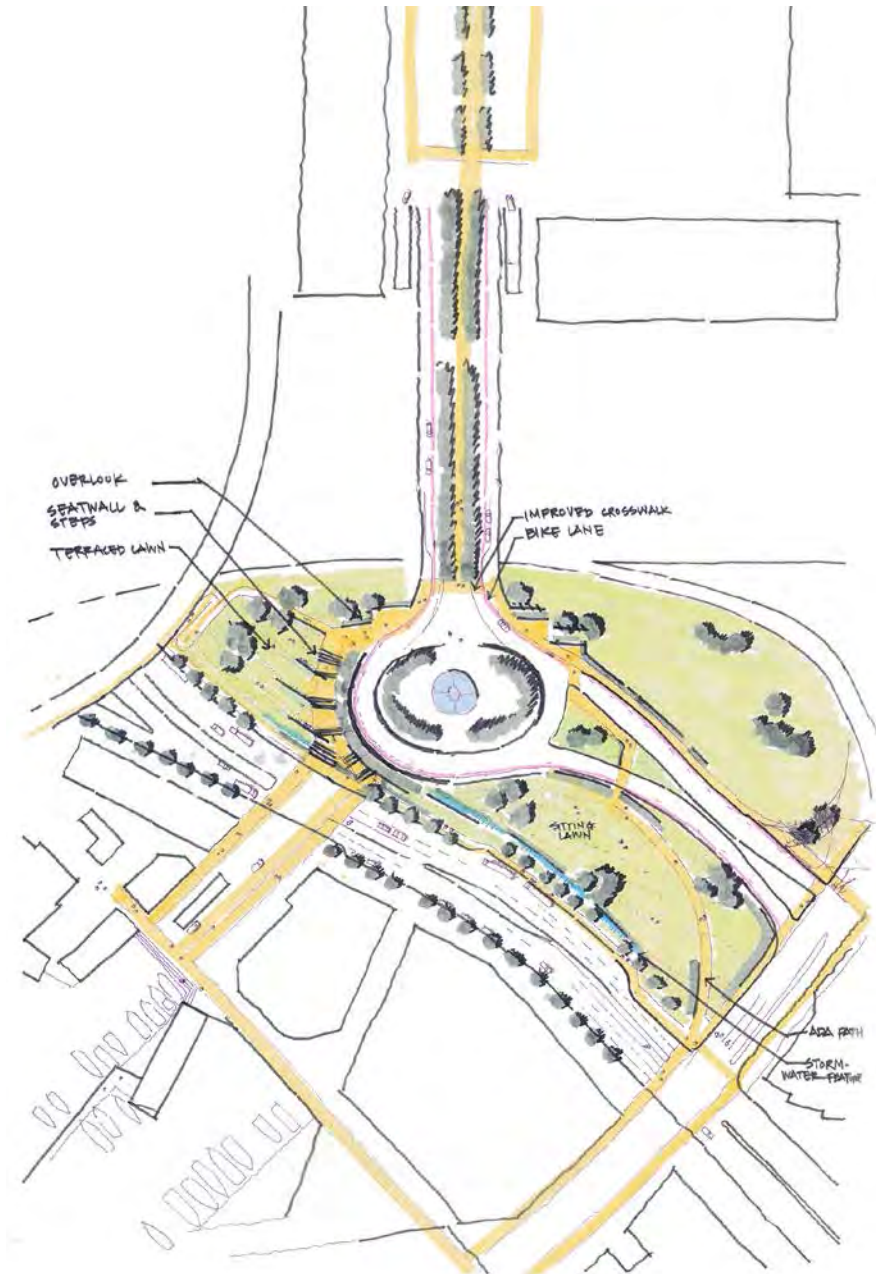
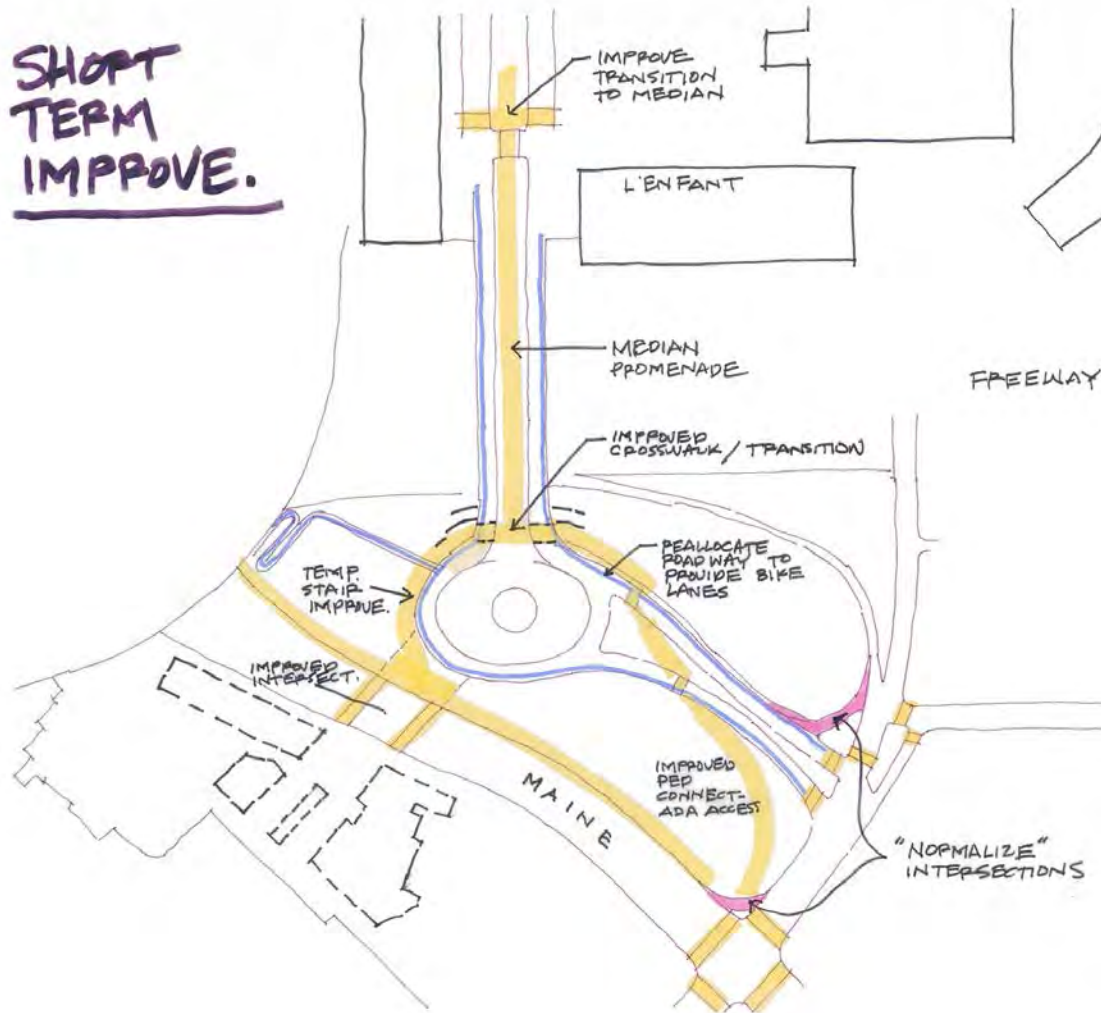
## Previously Presented Concept – Sloped Alternative





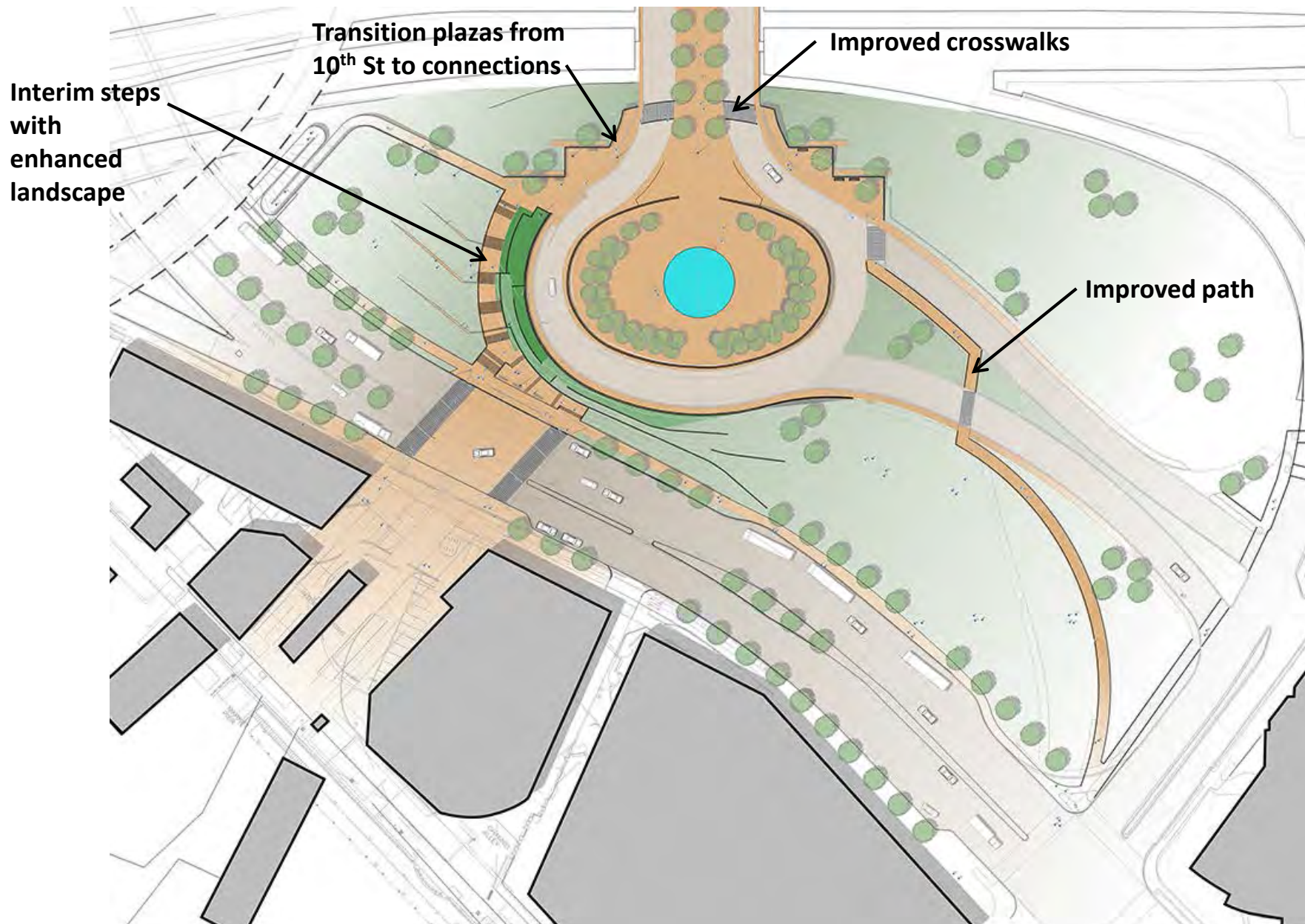
## Revised Concept – Working Group Meeting

SHORT  
TERM  
IMPROVE.



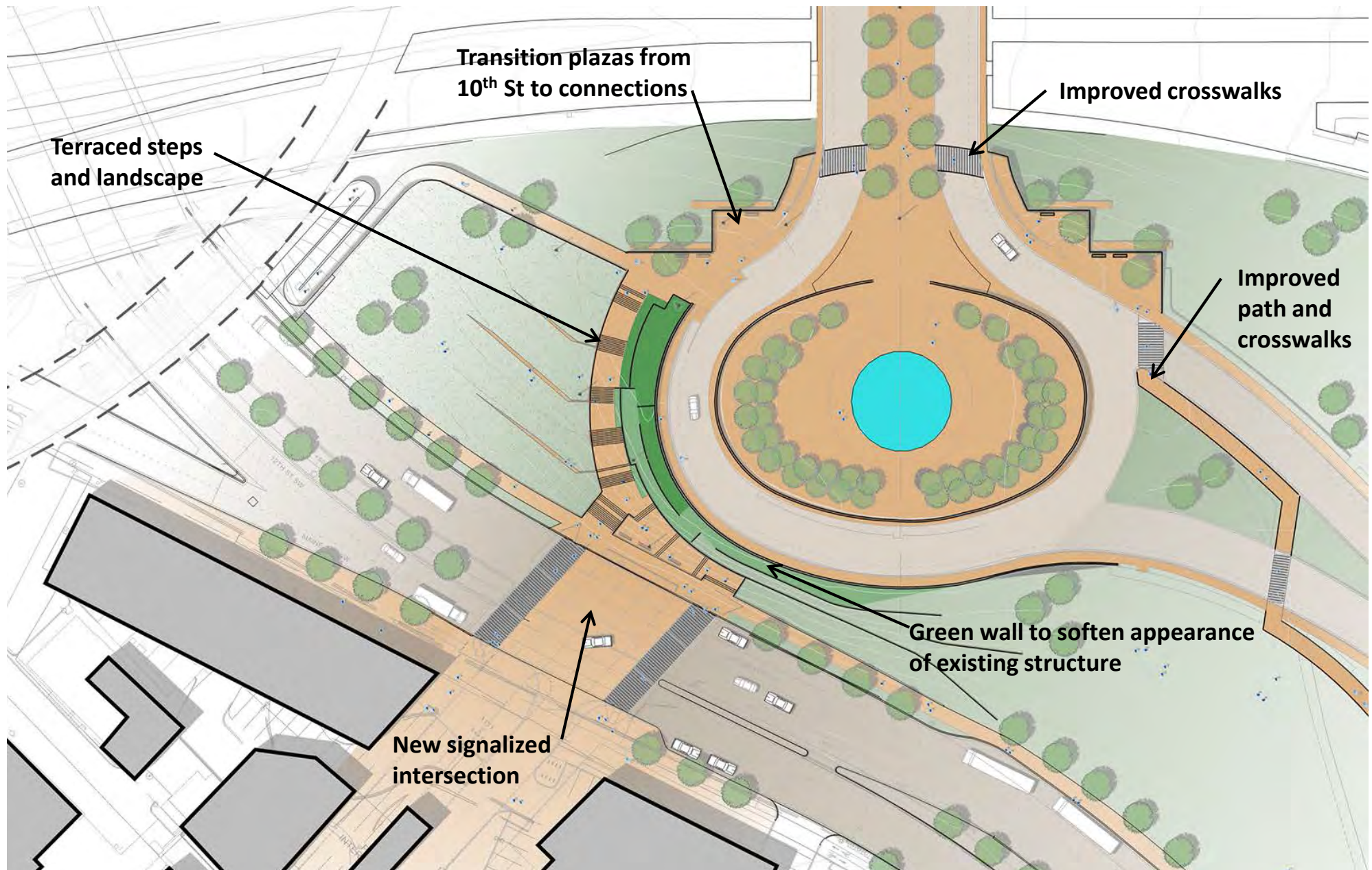


## Revised Concept Plan



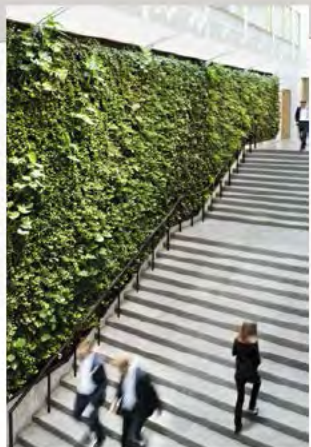


## Revised Concept Plan





## Revised Concept – View from Waterfront



Incorporate green walls



## Discussion at Boards

Is the refined program and design concept the right strategy for an interim connection?

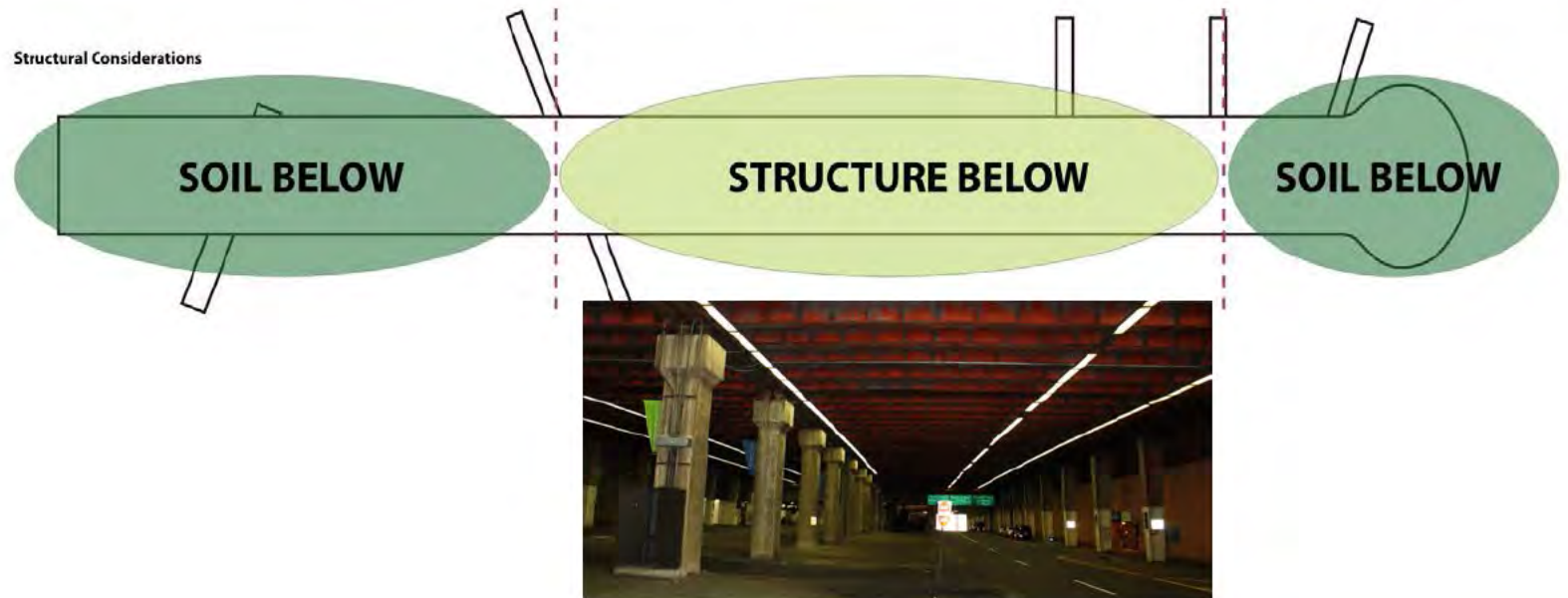


## **Long Term Improvements**

### **Urban Design Program**

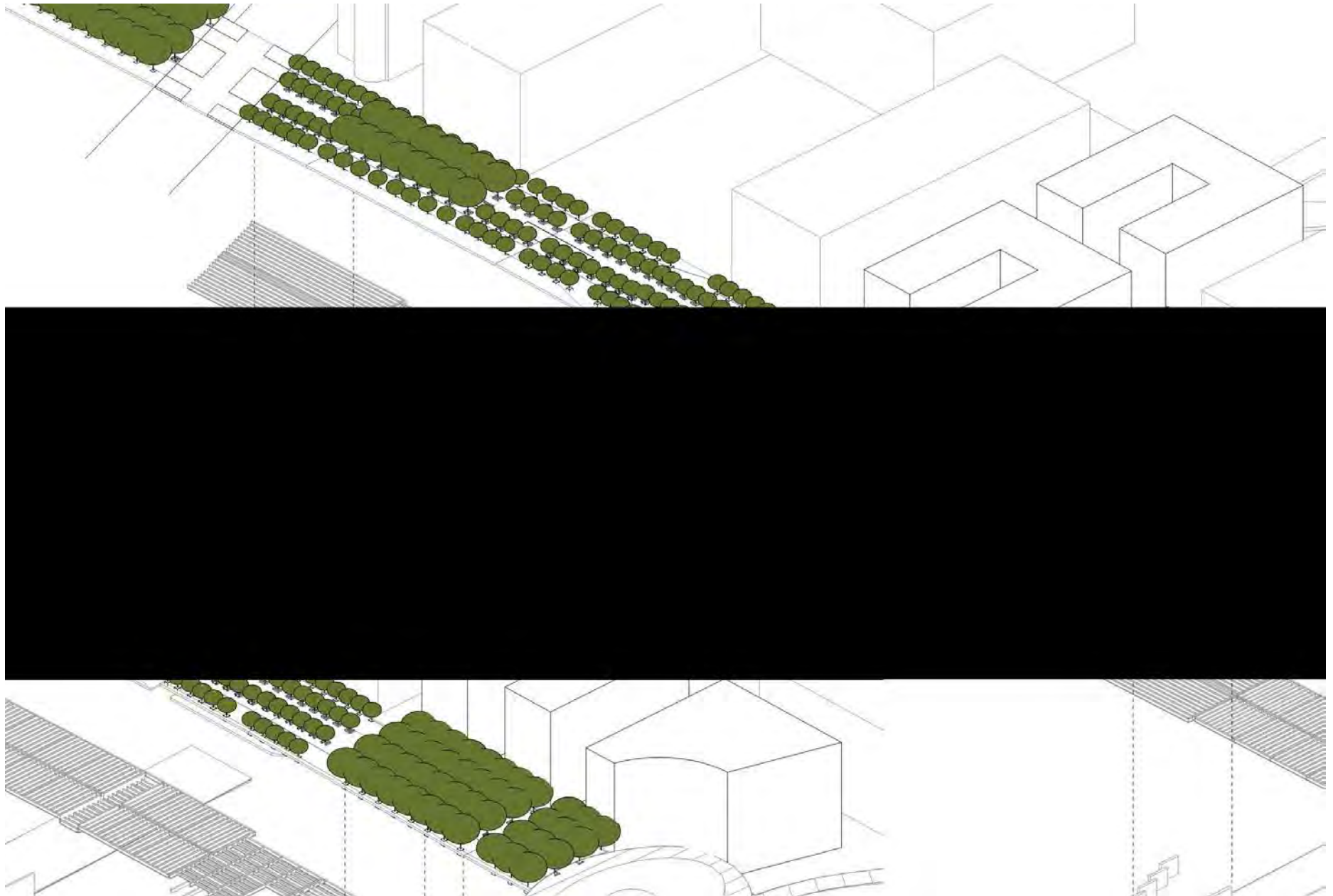


## Design Parameters – A Street & 3 Bridge Structures





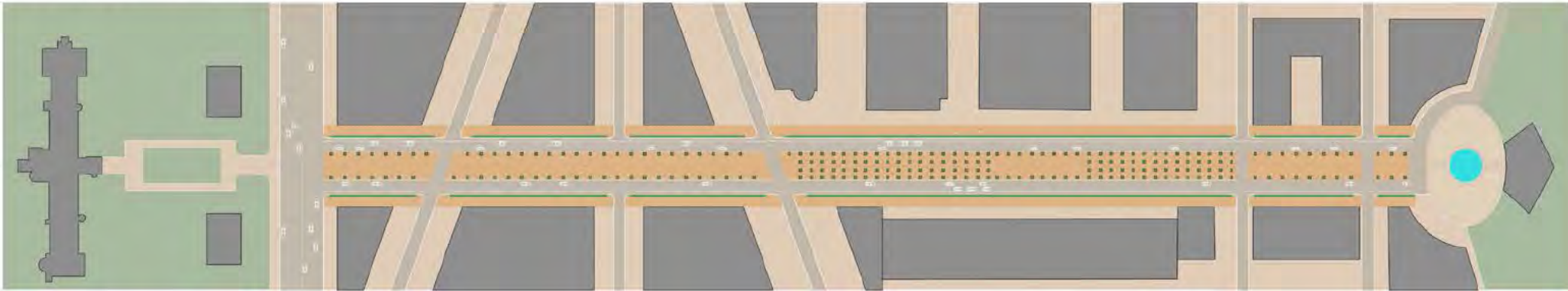
## Design Analysis – Evaluated Structure to Inform Potential Tree Rhythm



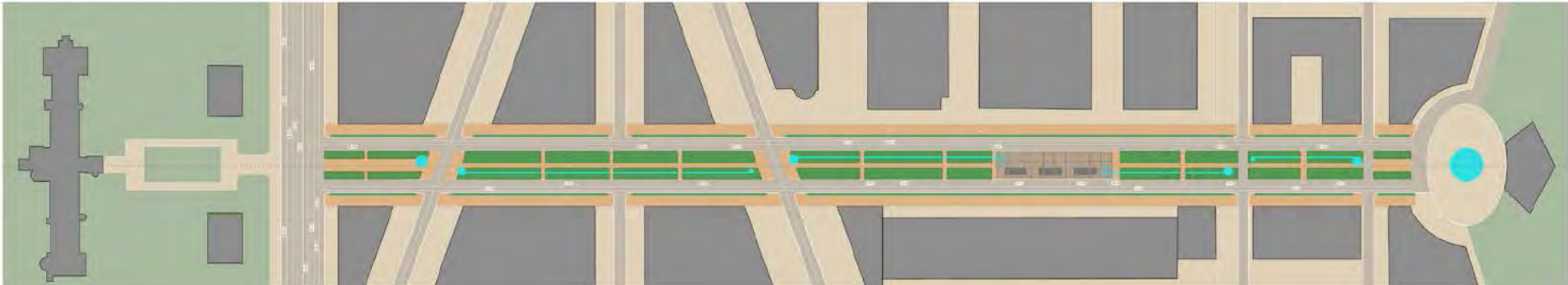


### 3 Preliminary Design Approaches – Hardscape, Softscape, Water

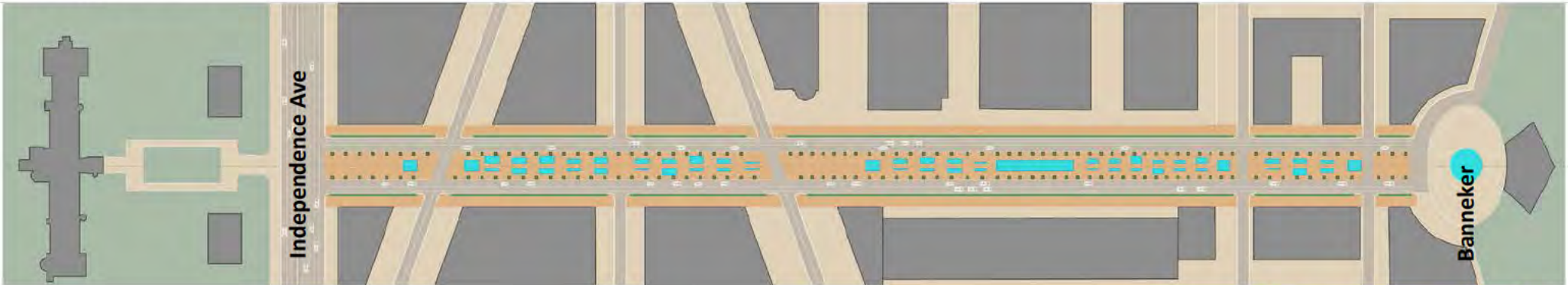
HARDSCAPE GROUNDPLANE



SOFTSCAPE GROUNDPLANE



WATERSCAPE GROUNDPLANE





### 3 Preliminary Design Approaches – Hardscape, Softscape, Water

Presented and Received Comments from:

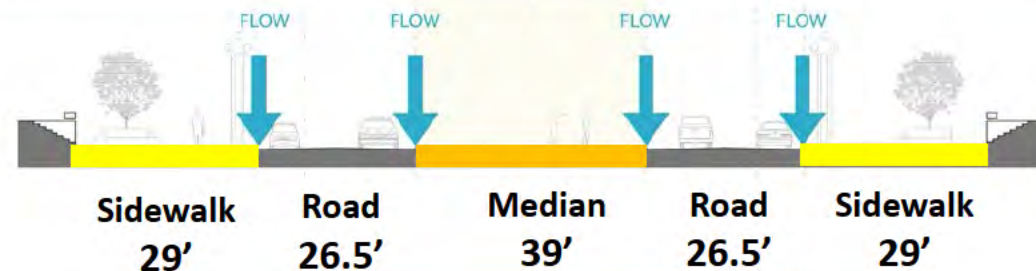
- Public Meeting
- U.S. Commission of Fine Arts
- NCPC



## Recommended Street Section



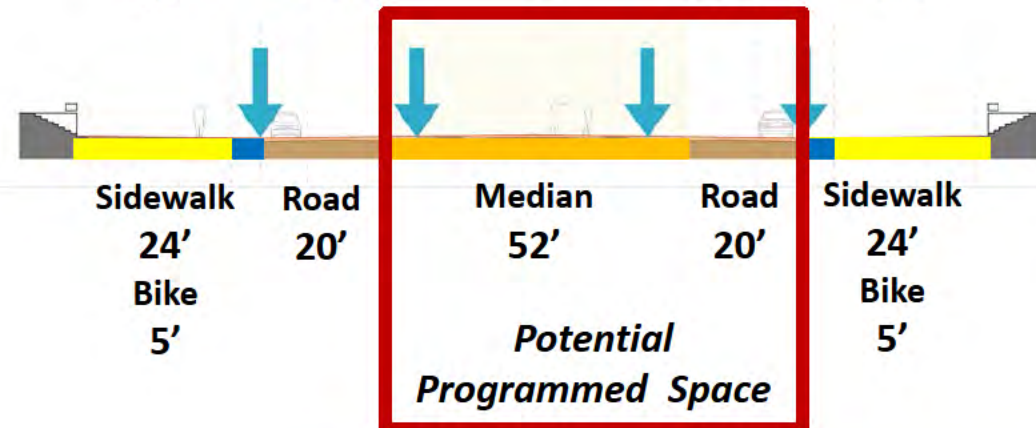
150' R.O.W. - Existing



150' R.O.W. - Proposed

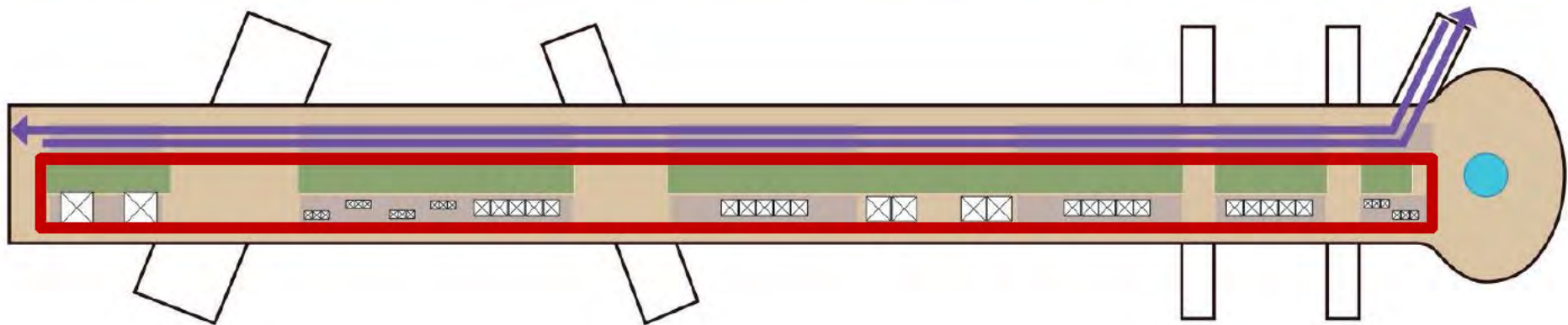
### Opportunity

- Improve Median Use
- Potential for Curbless
- Minimize Outer Curblines Changes



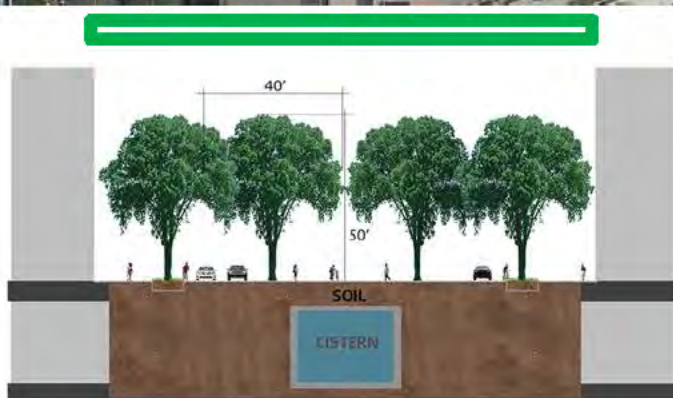
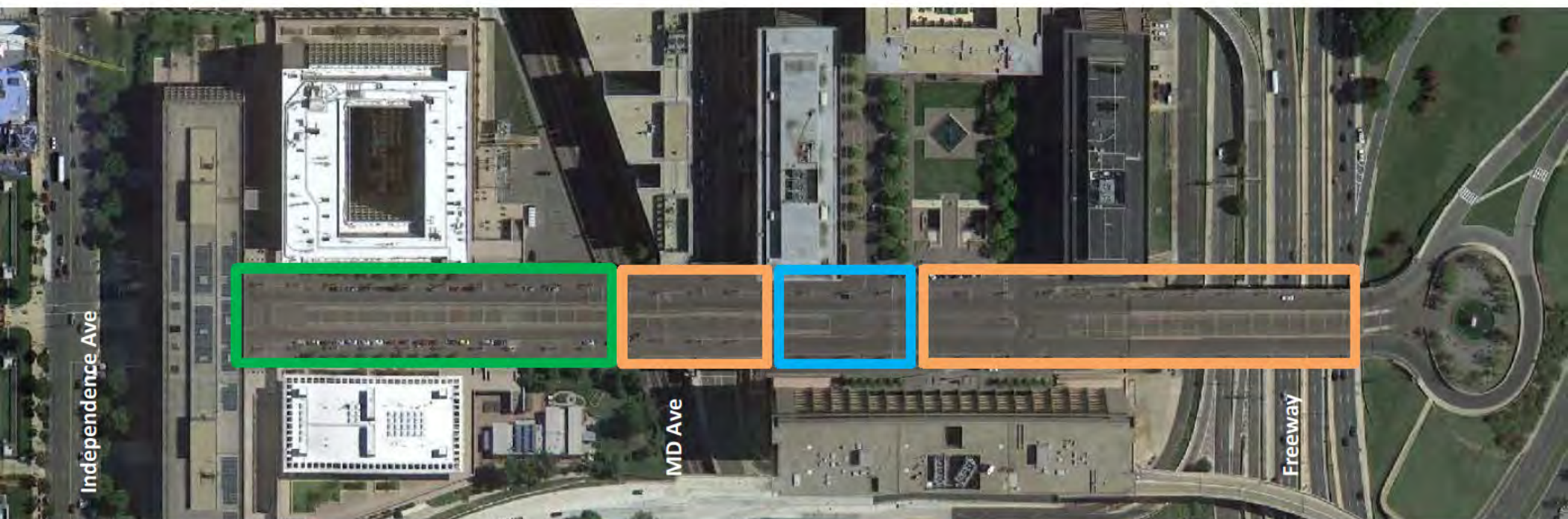


## Potential Travel Configuration for Special Programming





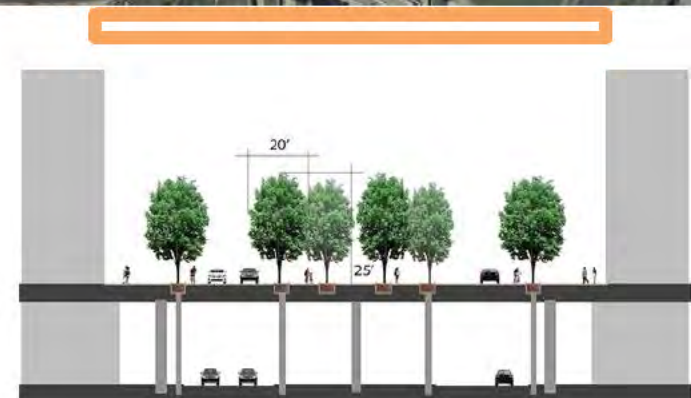
## Maximize Tree Canopy



Full growth trees where street is constructed on grade



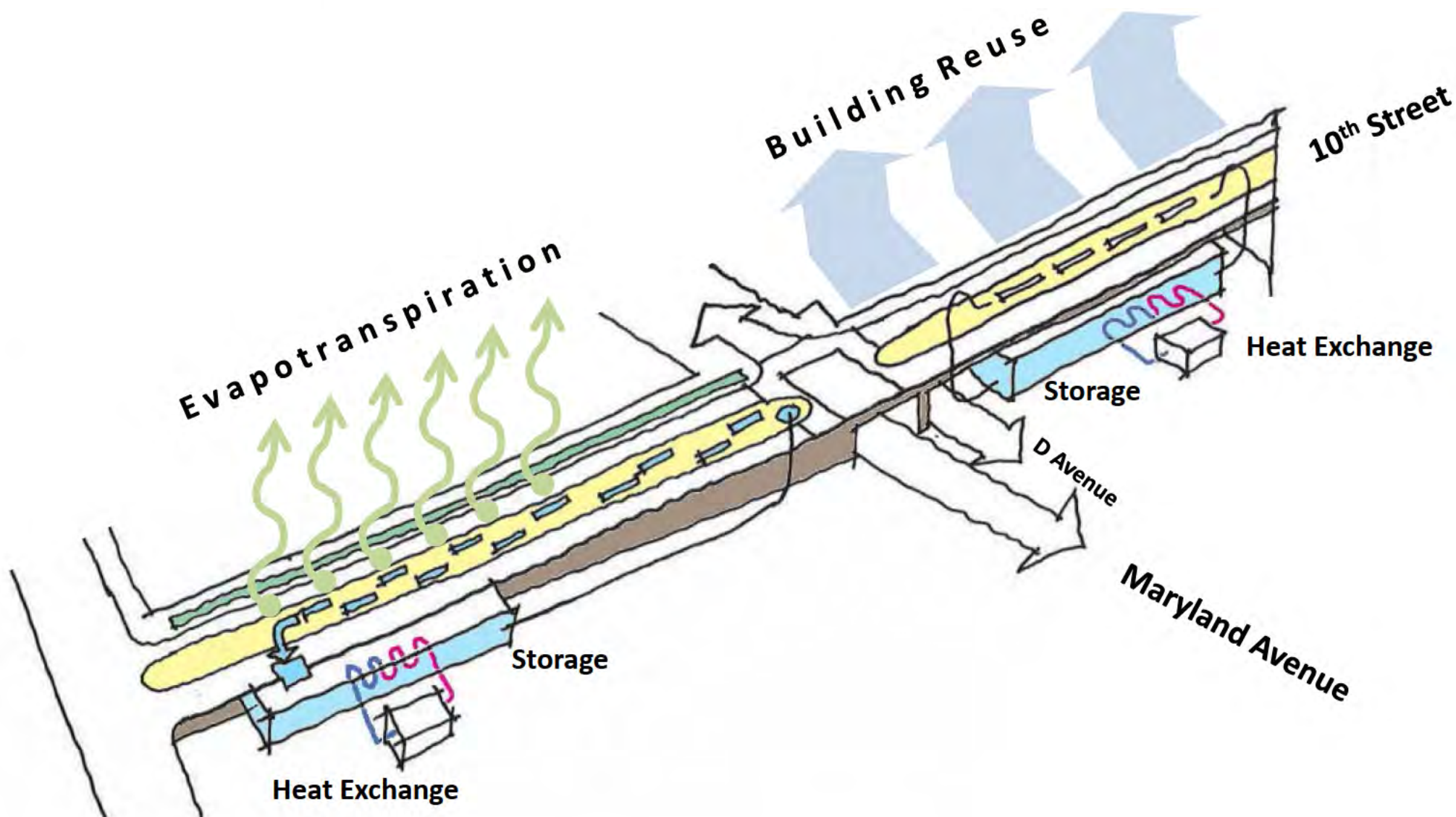
Reconstructed Bridge Midspan w/ Integrated Rainwater Cistern



Reinforced bridge structure For tree planting



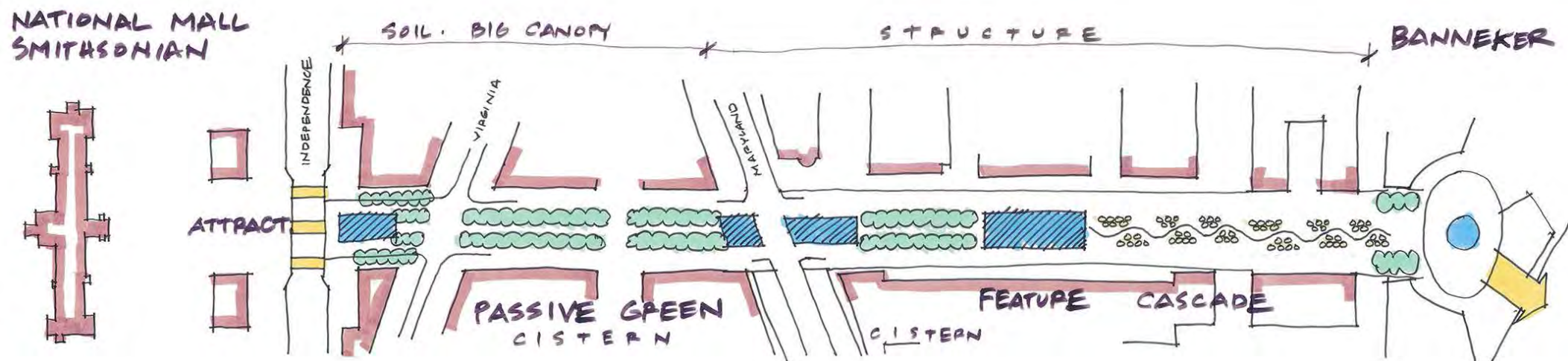
## Integrate the water strategy into the design



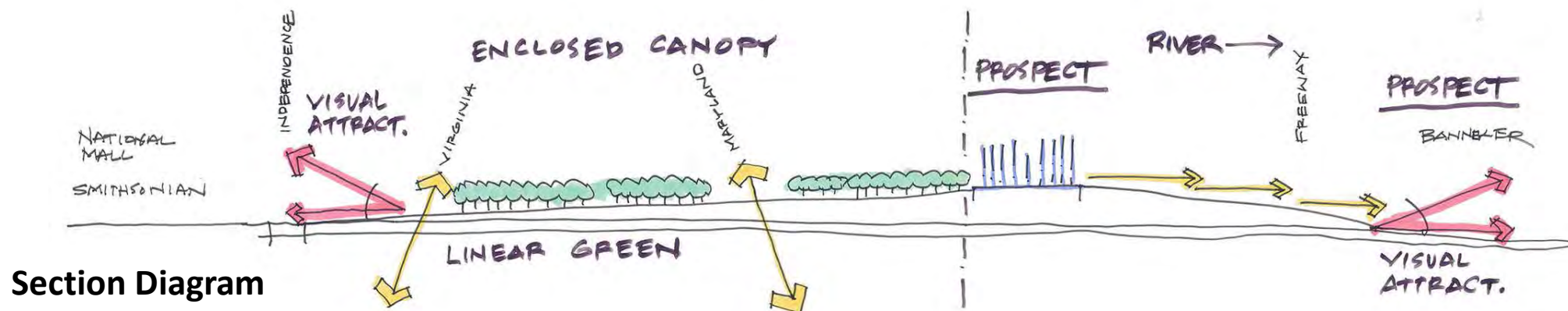


# Long Term Improvements

## The Experience – An Urban Garden Promenade



Plan Diagram

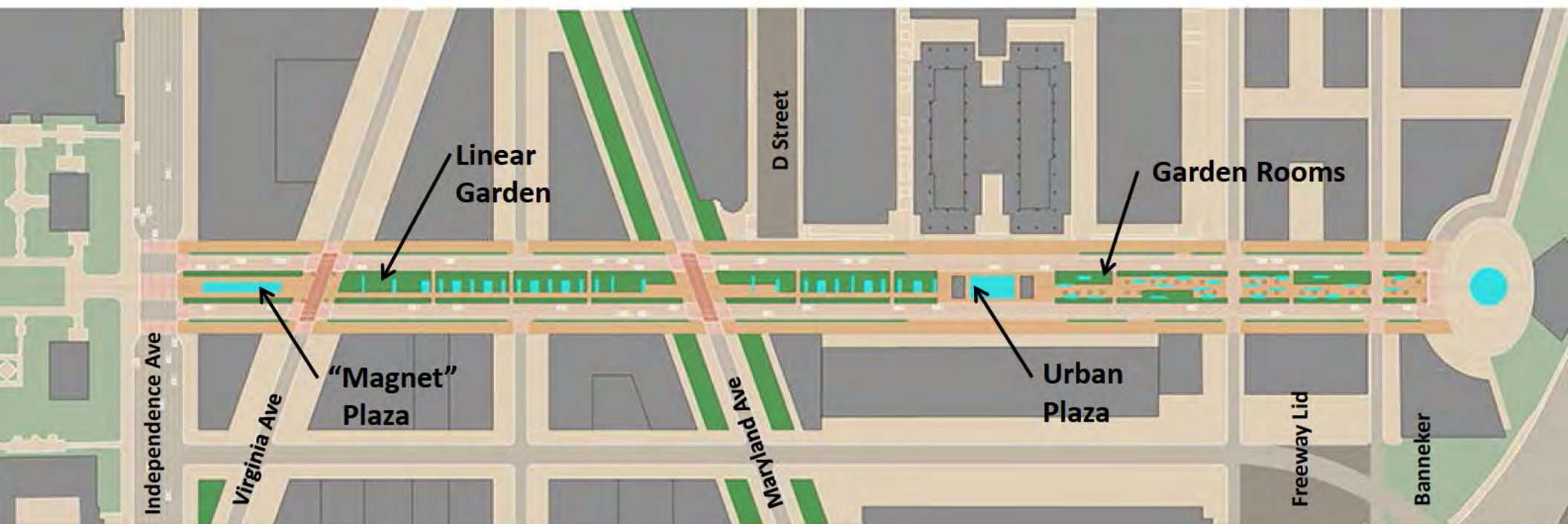


Section Diagram



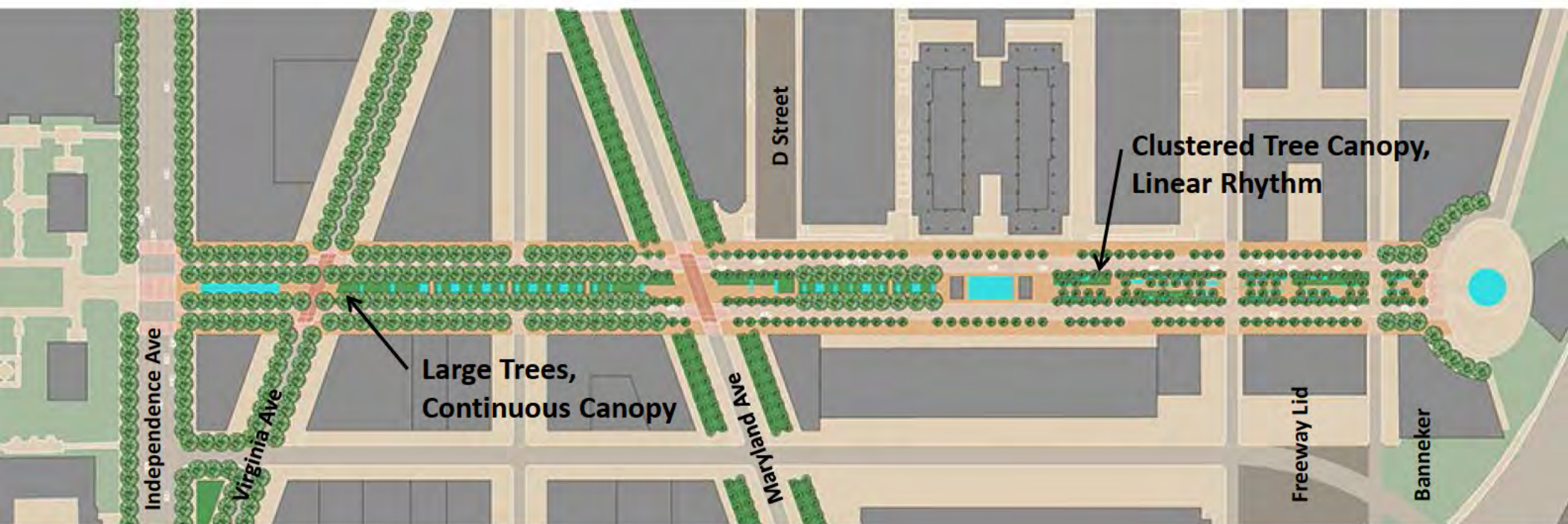
# 10<sup>th</sup> Street SW – An Urban Garden Promenade

## *Ground Plane*



# 10<sup>th</sup> Street SW – An Urban Garden Promenade

## *Tree Canopy*

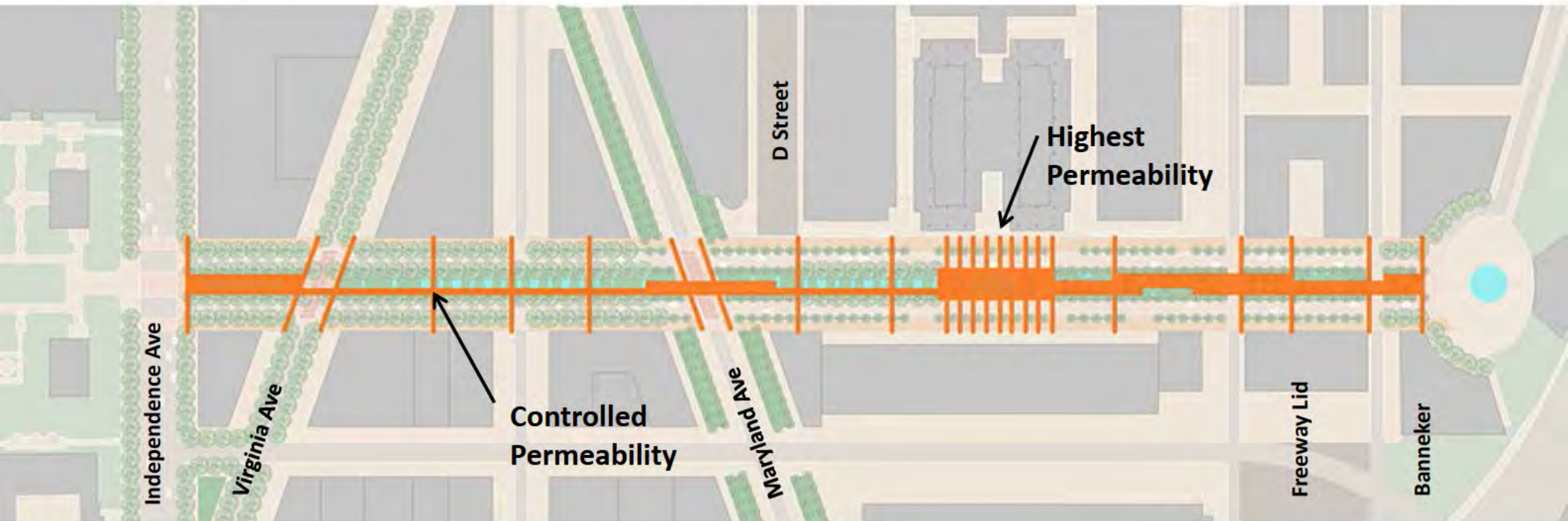




# 10<sup>th</sup> Street SW – An Urban Garden Promenade

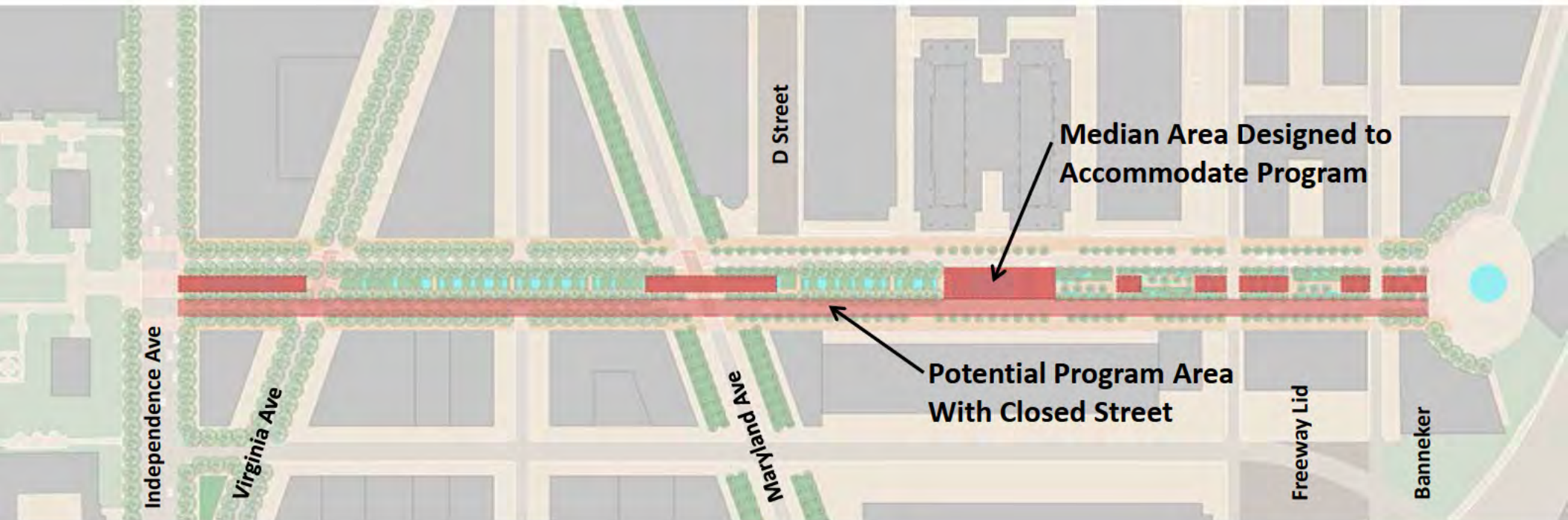
## ***Permeability (pedestrian access)***

*(Street may be curbless, with defined pedestrian access)*



# 10<sup>th</sup> Street SW – An Urban Garden Promenade

## *Potential Programming*



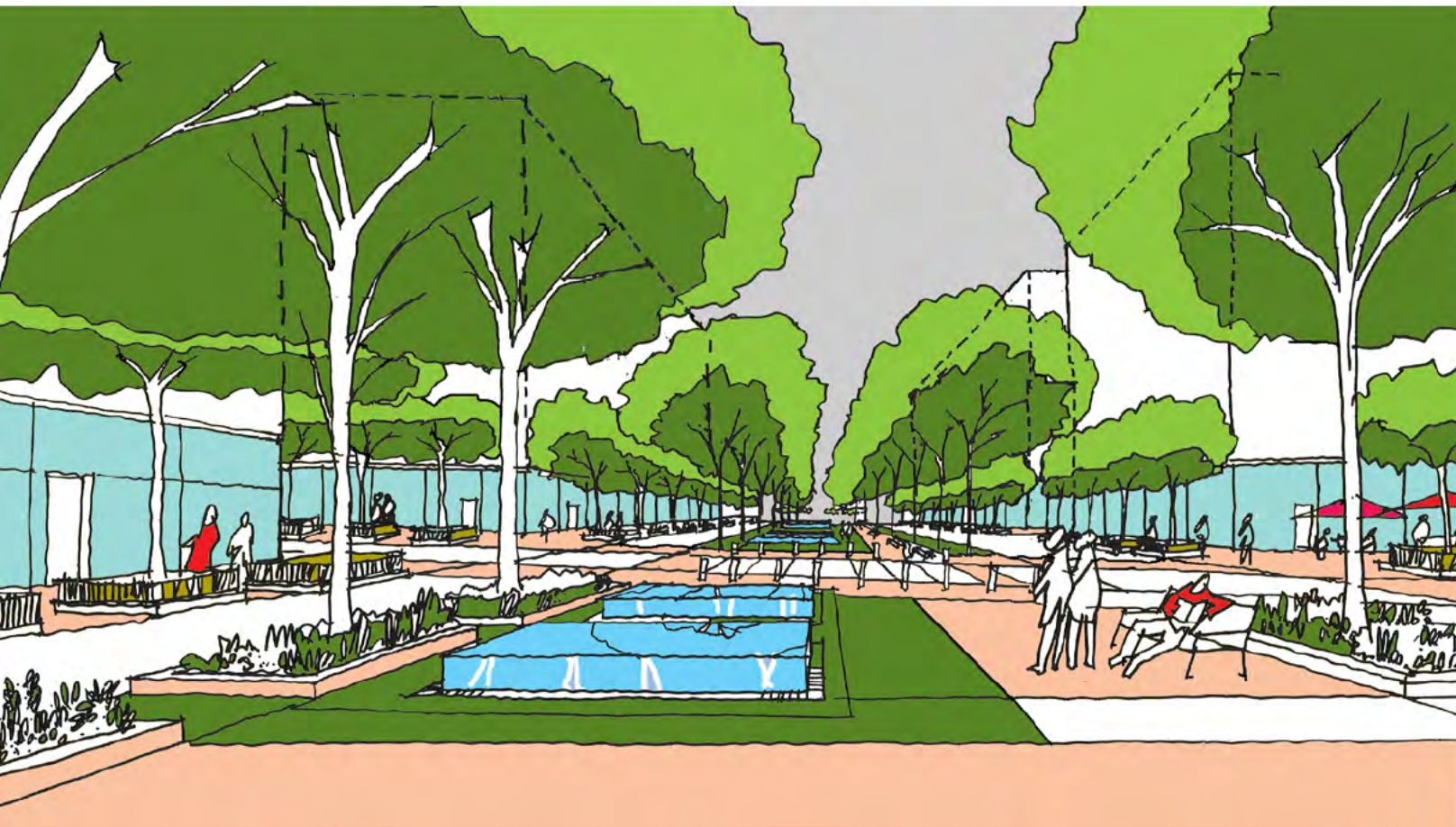


## An Urban Garden Promenade – Independence Ave “Magnet”



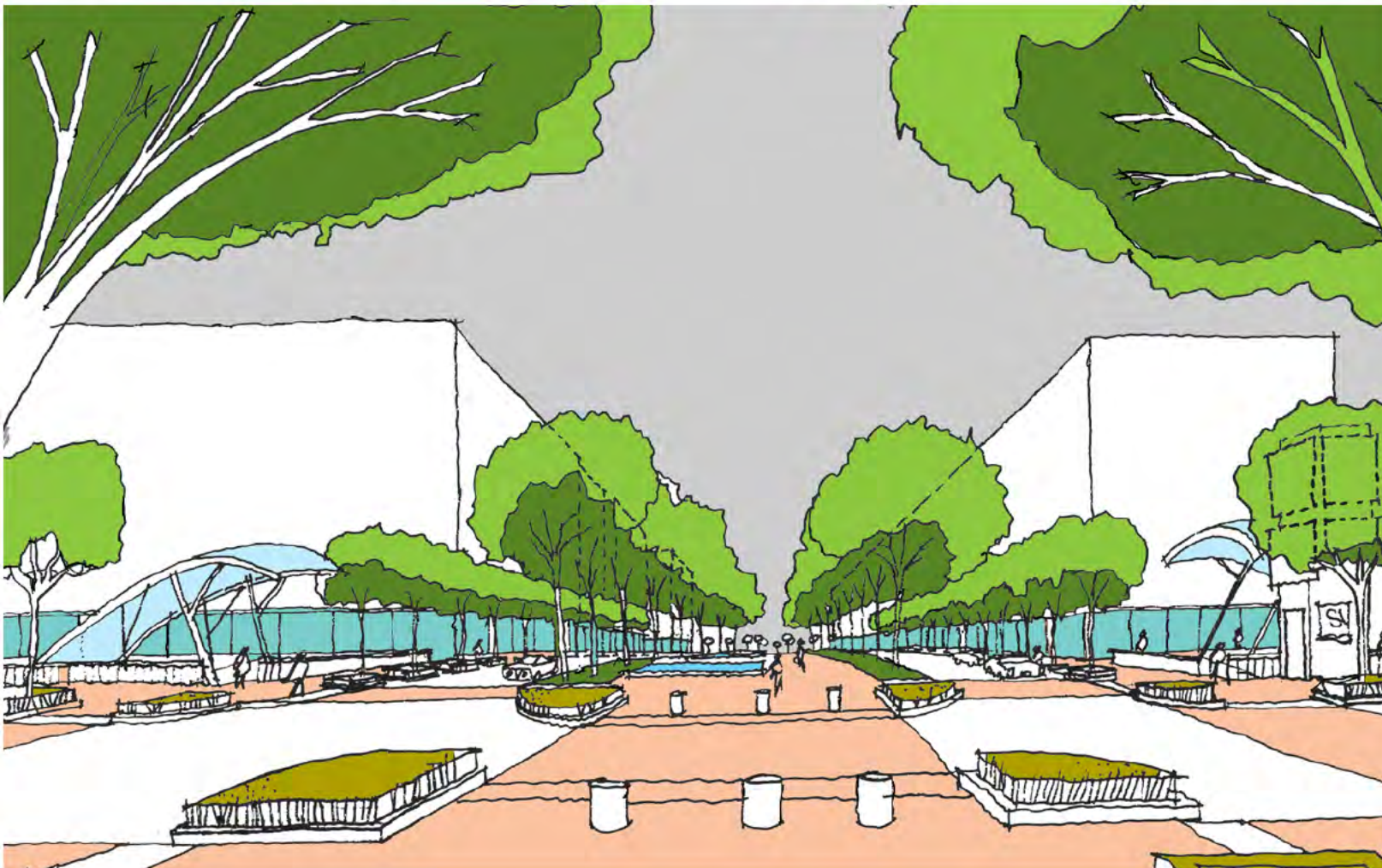


## An Urban Garden Promenade – Linear Garden



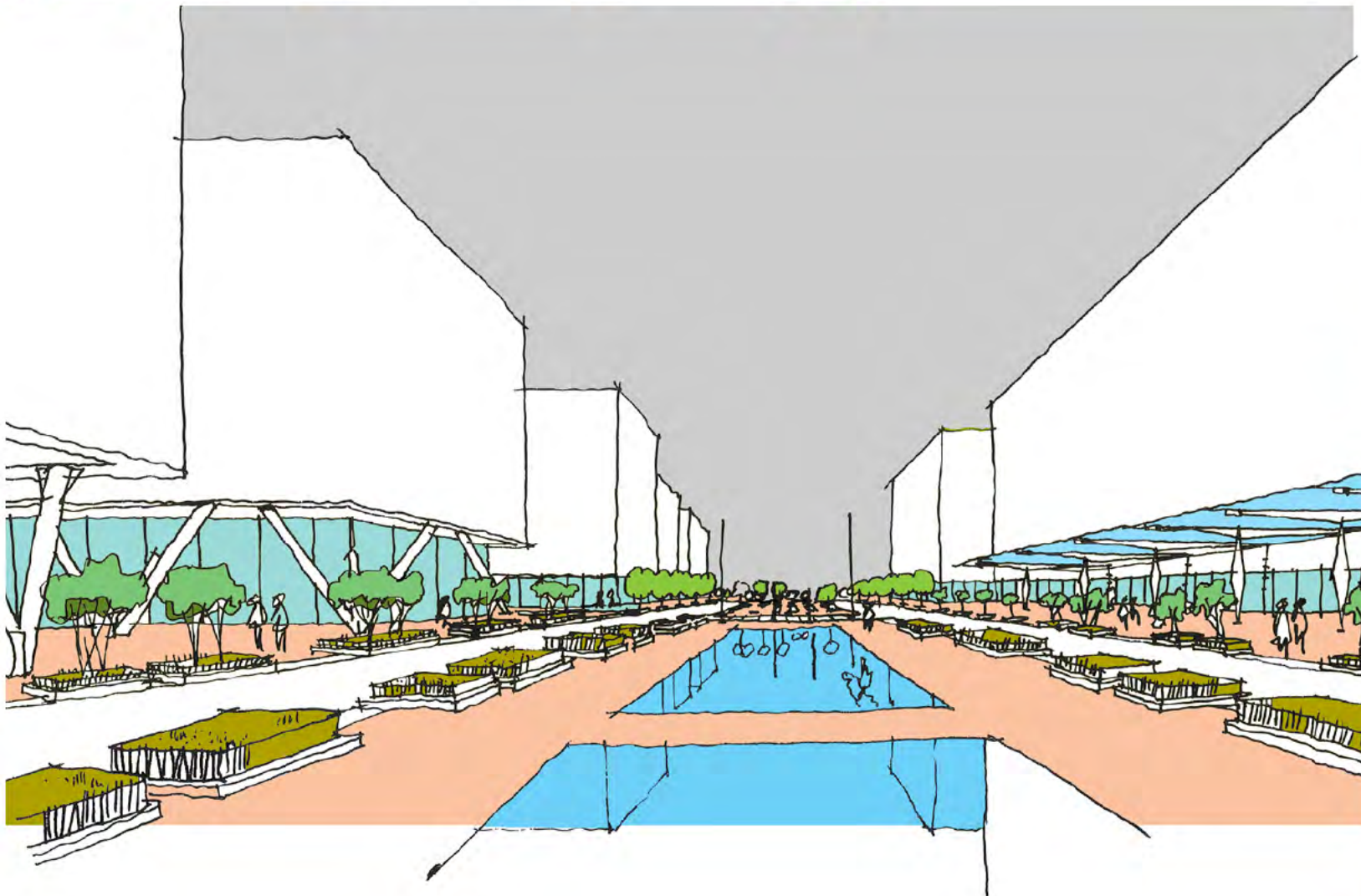


## An Urban Garden Promenade – Maryland Avenue / D Street Intersection





## An Urban Garden Promenade – The Plaza





## The Urban Plaza

There are a variety of design strategies for the Plaza at the peak of the street:



A framed water feature  
in the median



An architectural feature  
In the median



Design encompasses the  
Right-of-way



Design the plaza from  
building to building



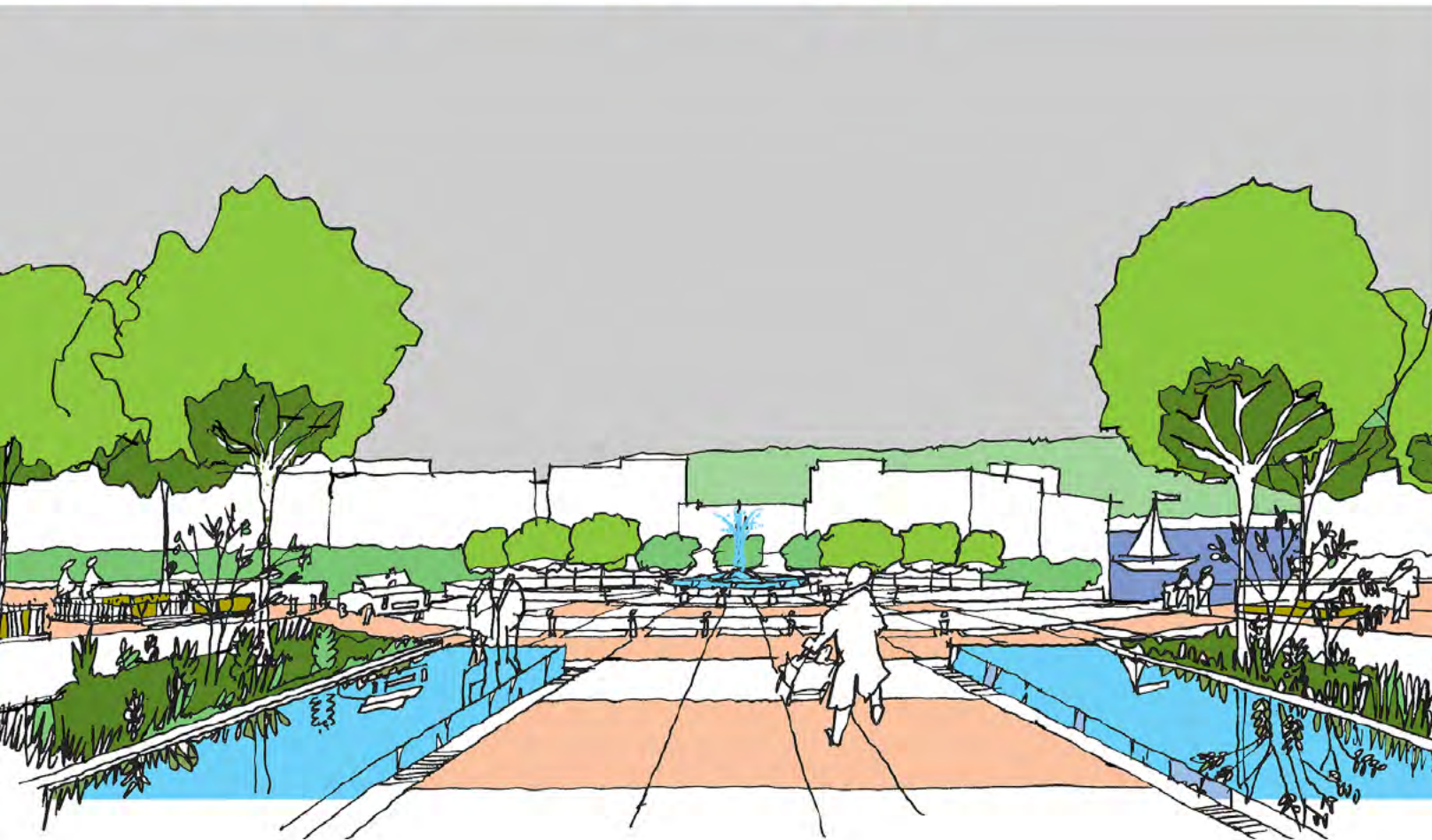


## An Urban Garden Promenade – Linear Garden



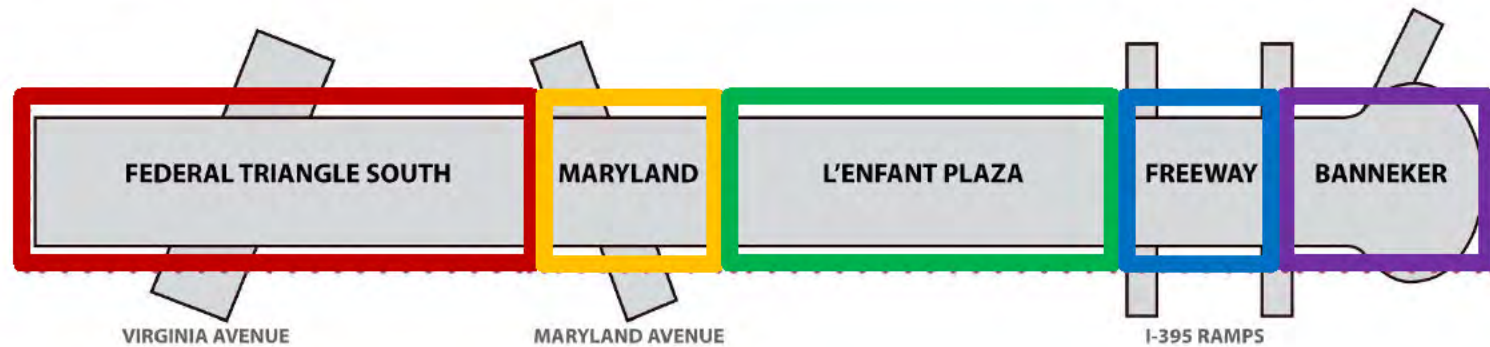


## An Urban Garden Promenade – Approach to Banneker





## Long Term - Anticipated Phasing by Project Area

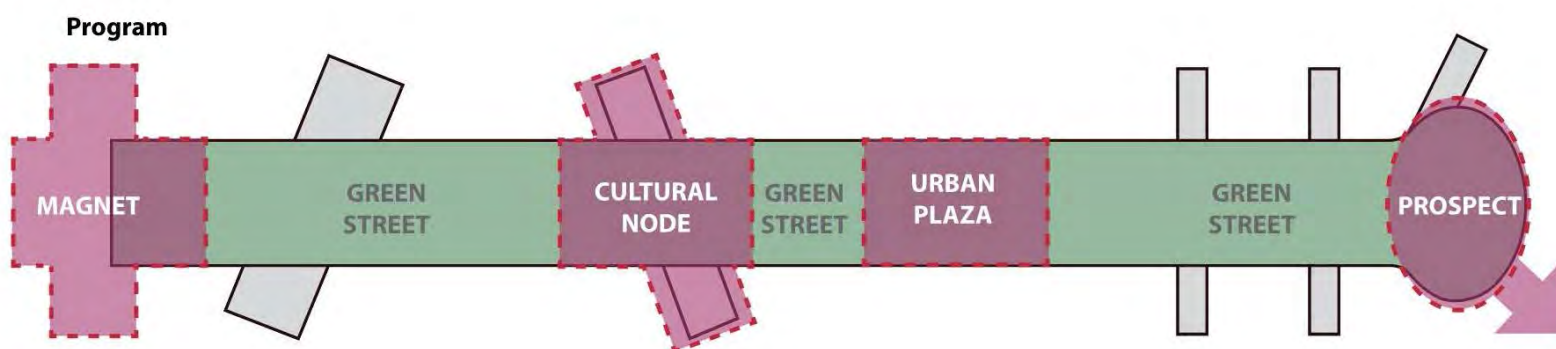




## Discussion at Boards

10th Street SW as an Urban Garden Promenade?

The Urban Design Program – Is this the right approach to move forward?



Are there design characteristics that will define this as both the Monumental Core and Neighborhood asset?





## The SW Ecodistrict

DESIGN GUIDELINES



DRAFT MOCKUP - SEPTEMBER 2013

Design Guidelines - DRAFT

### ADVANCING THE PLAN - PUBLIC SPACE + CULTURAL FACILITIES

PARK CHARACTER (What is the function and character of each park?)

- Reservation 113
- Banneker
- 10th Street
- Triangle Park
- Pocket Parks/Plazas

### OVERALL DESIGN CHARACTER AND QUALITY

- Hardscape Elements (Same character as the Mall or something different?)
- Landscape (Unique landscape or uses elements from the Mall and the waterfront?)
- Wayfinding and Neighborhood Branding



## THE NEED FOR DESIGN GUIDELINES

- Bridge the national and local city interests as the area redevelops
- Extend the civic character of the National Mall to Banneker Park
- Preserve the importance of 10th Street, Maryland, Virginia, and Independence Avenues as significant elements of the Monumental Core and the Nation's Capital.
- Distill the key public realm and development objectives of the SW Ecodistrict Plan
- Add clarity and great detail to the SW Ecodistrict Plan



## USE AND APPLICATION

- Written as a guiding document for future redevelopment
- It is not a regulatory document
- It will be used to:
  - Inform future RFPs that GSA may pursue for Federal Triangle South;
  - Inform future zoning
  - Provide predictability and continuity for private development in the area;
  - Inform the Smithsonian Institution's Master Plan (especially as it relates to Independence Avenue).

## RESOURCES

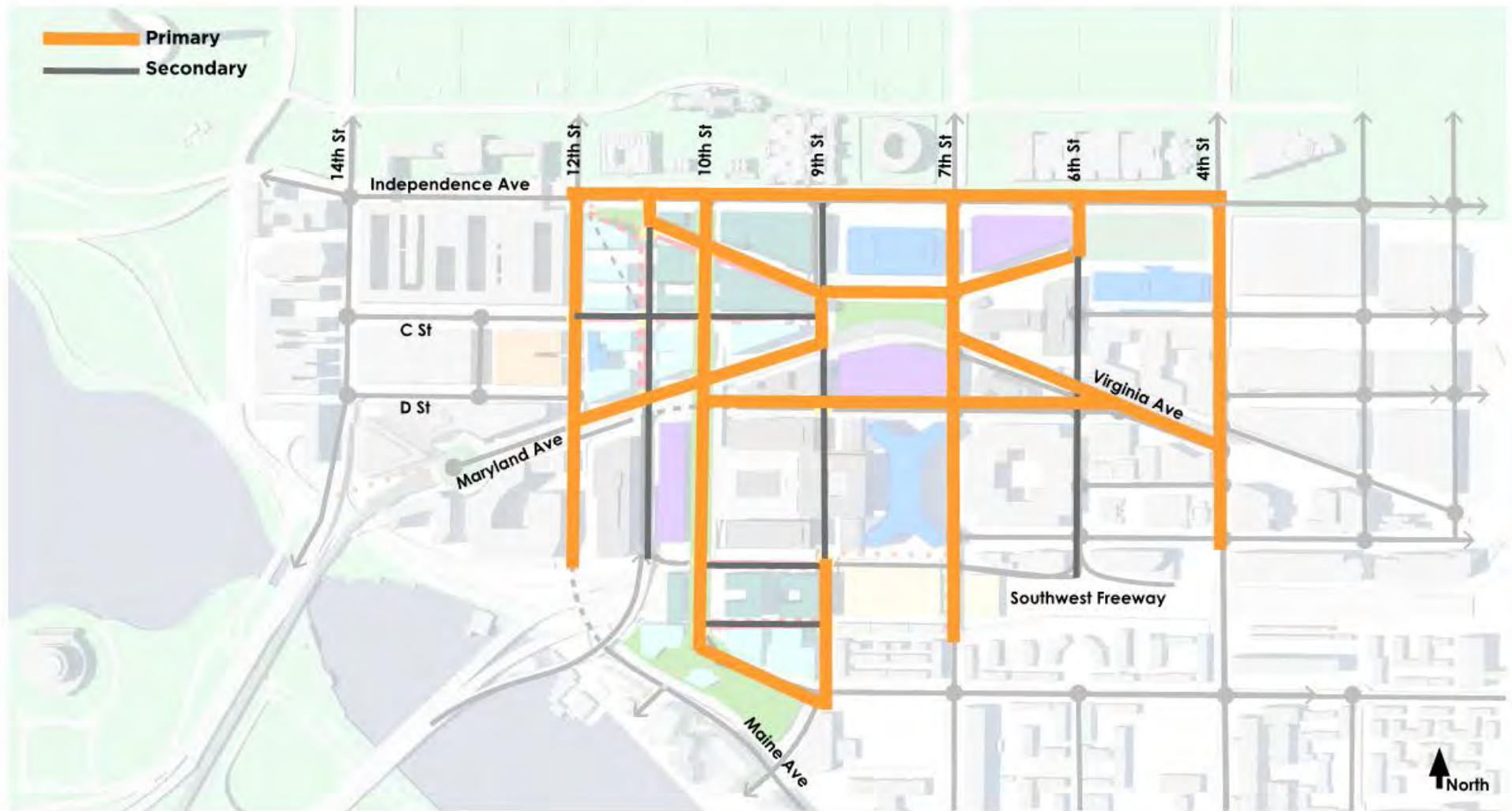
- The SW Ecodistrict Plan
- The DC Public Realm Plan
- The DC Streetscape Plan
- The Mall Roads Plan
- The Monumental Core Framework Plan
- The Museums and Memorials Master Plan

## Opportunity to Advance the Plan

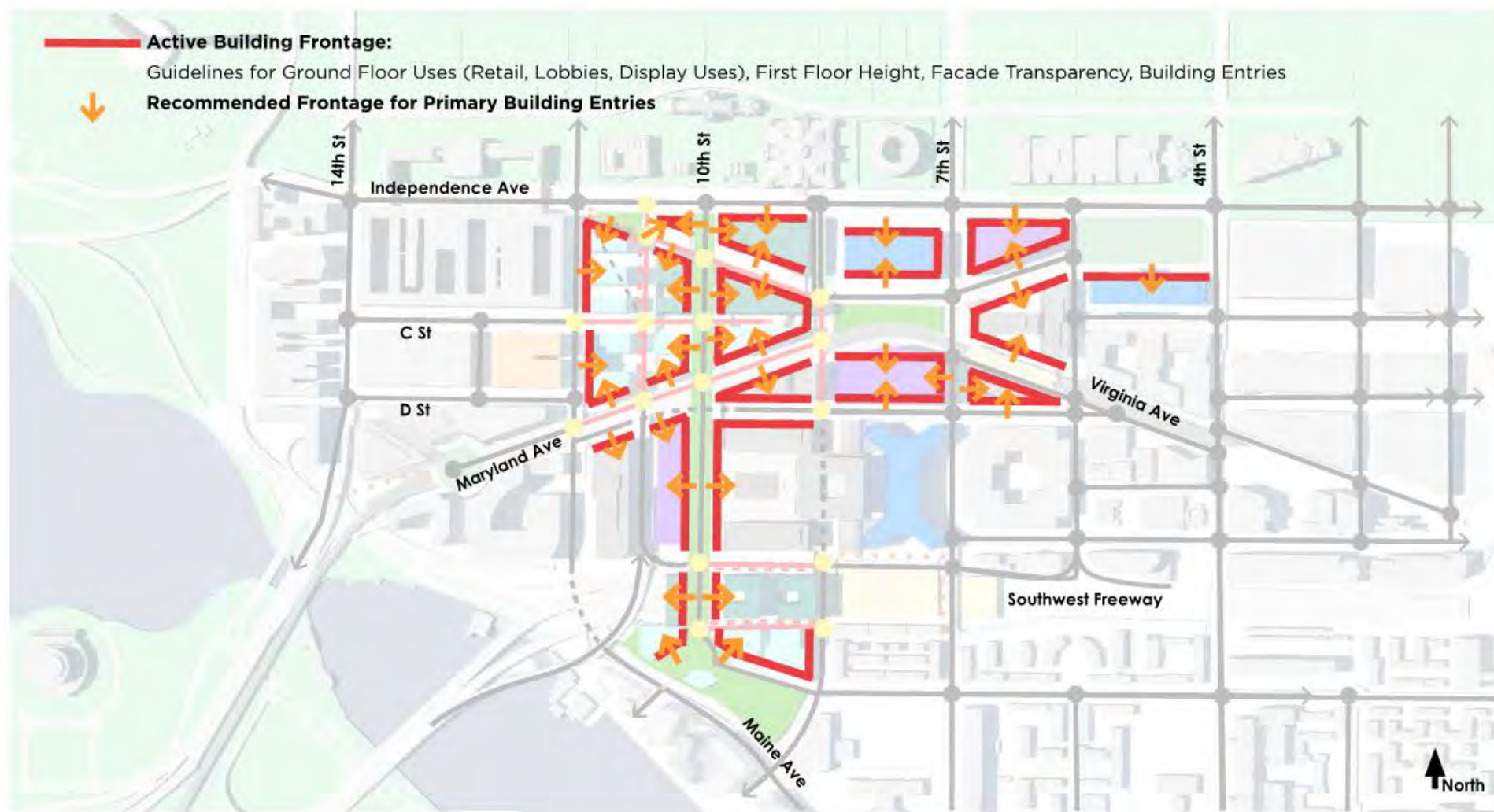
- Street classifications
- Building Massing
- Park Character and Function
- Hardscape/Landscape character



## Right-of-Way Classification - For Zoning

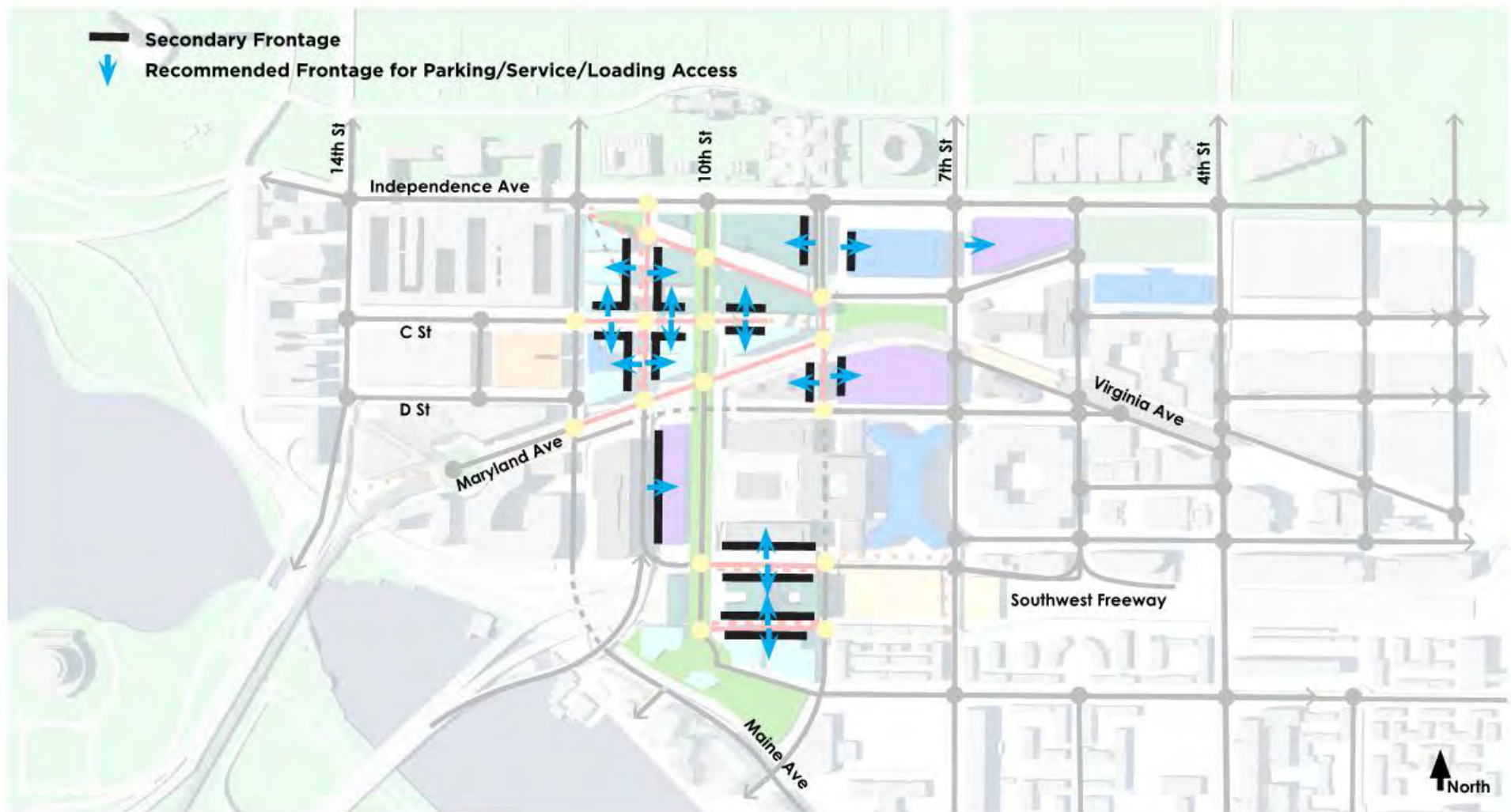


## Active Building Frontage / Primary Building Entries





## Secondary Frontage - Potential Parking/Service/Loading Access



## Draft R.O.W. and Development Design Guideline Recommendations

	R.O.W Classification				Development Design Guidelines			Right-of-Way Design Characteristics											
	SW Ecodistrict	District of Columbia			Active Ground-Floor Requirements	Parking / Service / Loading Access	Qualitative guidelines to consider?	R.O.W. (All dimensions to be verified)	Build-To-Line	Vehicular Accommodation				Pedestrian Accommodation				Transit Facilities	Bike Facility
Right-of-Way	Design Role and Character	Potential Zoning Classification	Functional Classification Map	Are there obvious, potential conflicts in classifications?	Guidelines For First 30' including: Use, First Floor Clear Height, Façade Transparency, Building Entries	Will it be allowed in the future on along this frontage without an exception?				Carway (includes gutter)	Travel Lane Configuration	On-street Parking	Potential Curb Extensions at Intersections	Sidewalk Area (Zone from Property Line to Curb Edge)	Tree Box / Furnishing Zone 7' Preferred Minimum (including curb)	Pedestrian Zone (Sidewalk Clear Zone) 10' Minimum on Primary Streets, 6' Minimum on Secondary Streets	Tenant Zone (Public Parking Area) Varies		Cycle tracks, Bike Lanes, Sharrows
Diagonals																			
Independence Avenue	Monumental	Primary	Principal Arterial		Yes	No		120' Existing	Varies	80'	6-10' Lanes	2-10' off peak parking Lanes	Yes	2-20' Areas	exist	exist	exist	bus	
								Potential Design Options	Potential variations on the design of right-of-way, with DDOT coordination, may include: enhanced and continuous streetscape, intersection treatments, road diets, incorporation of curb extensions, accommodation of dedicated bike and transit facilities, etc.										
Virginia Avenue	Monumental	Primary	does not apply (dna)		Yes	No		120' Proposed	0'	40'	2-12' Lanes	2-8' Lanes	Yes	2-40' Areas	tbd	tbd	tbd		tbd
								Potential Design Variations	The design of the Right-of-Way, including potential reduction in width, vehicular accommodation and security, may be evaluated with specific development/design proposals through a design review process that considers pedestrian access and the L'Enfant view corridor.										
Maryland Avenue	Monumental	Primary	Local east of 12th, Collector east of 7th		Yes	No		160'	0'	40'	2-12' Lanes	2-8' Lanes	Yes	2-50' Areas = 2-14' sidewalks at building, 2-33' landscape zones, 2-13' sidewalks at roadway	7' near roadway	8' near building, 6' near roadway	5' near building		Sharrow Lanes
West-East Streets																			
C Street	Local	Primary / Secondary	Local		Adjacent to Reserv. 113	Yes - West of 9th		90' (West of 9th)	0'	40'	2-12' Lanes	2-8' Lanes	Yes	2-25' Areas	6'	10'	6'		
								Potential Design Variations	The function, configuration and continuity of C Street between 10th Street and 9th Street may vary dependent on potential redevelopment in Federal Triangle South and may be evaluated through a design review process.										
D Street	Local	Primary	Minor Arterial		Yes	No		90'	0'	56'	3-12' Lanes	2-10' off peak parking Lanes	Review with Streetcar	2-17' Areas	7'	10'		Bus, Potential Streetcar	Not with Streetcar
E Street	Local	Secondary	dna			Yes		70' (Potential)	0'	tbd	2-11' Lanes	2-8' Lanes	Yes	2-13' Areas	7'	6'			
F Street	Local	Secondary	dna			Yes		70' (Potential)	0'	tbd	2-11' Lanes	2-8' Lanes	Yes	2-13' Areas	7'	6'			
G Street	Local	Primary	Local		Yes	No		70' (Potential west of 9th)	0'	32'	2-11' Lanes	Not provided	Yes	2-19' Areas	7'	10'	2'	Bus	2-5' Bike Lanes
North-South Streets																			
12th Street	City	Primary	Local		Yes	No		90'	0'	50'	6-10' Lanes	currently none	tbd	2-15' Areas	5'	10'		Bus	
11th Street	Local / Freeway	Secondary / Freeway	Other Freeway and Expressway			Yes		80'	0'	varies - tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd
10th Street	Civic	Primary	Collector		Yes	No		150'	0'	3-20' = 40'	2-12' Lanes	2-8' Lanes	No - for flexibility for two way travel during programmed events	2-24' Sidewalks, and 52' Median	8'	10'	6'	Potential Bus	2-5' Cycle Tracks
9th Street	Local / Freeway	Secondary / Freeway	Other Freeway and Expressway / Collector			Yes		80'	0'	varies - tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd
7th Street	City	Primary	Minor Arterial		Yes	No		100'	0'	72'	6-12' Lanes	currently none	Review with Streetcar	2-14' Areas	4'	10'		Bus, Potential Streetcar	Not with Streetcar
6th Street	Local	Secondary	Collector			Yes		100'	0'	40'	2-10' Lanes	2-10' Lanes	tbd	2-30' Areas	7'	10'	13'		
4th Street	Local	Primary	Minor Arterial		Yes	No		80'	0'	56'	4-10' Lanes	2-8' Lanes	tbd	2-12' Areas	6'	6'			





Area of Consideration: Western View from 4<sup>th</sup> Street





**Area of Consideration: Southern View from National Mall**





**Area of Consideration: Southern View from Smithsonian Haupt Garden**





Area of Consideration: Eastern View from 12<sup>th</sup> St at Independence Avenue





Area of Consideration: Banneker Park

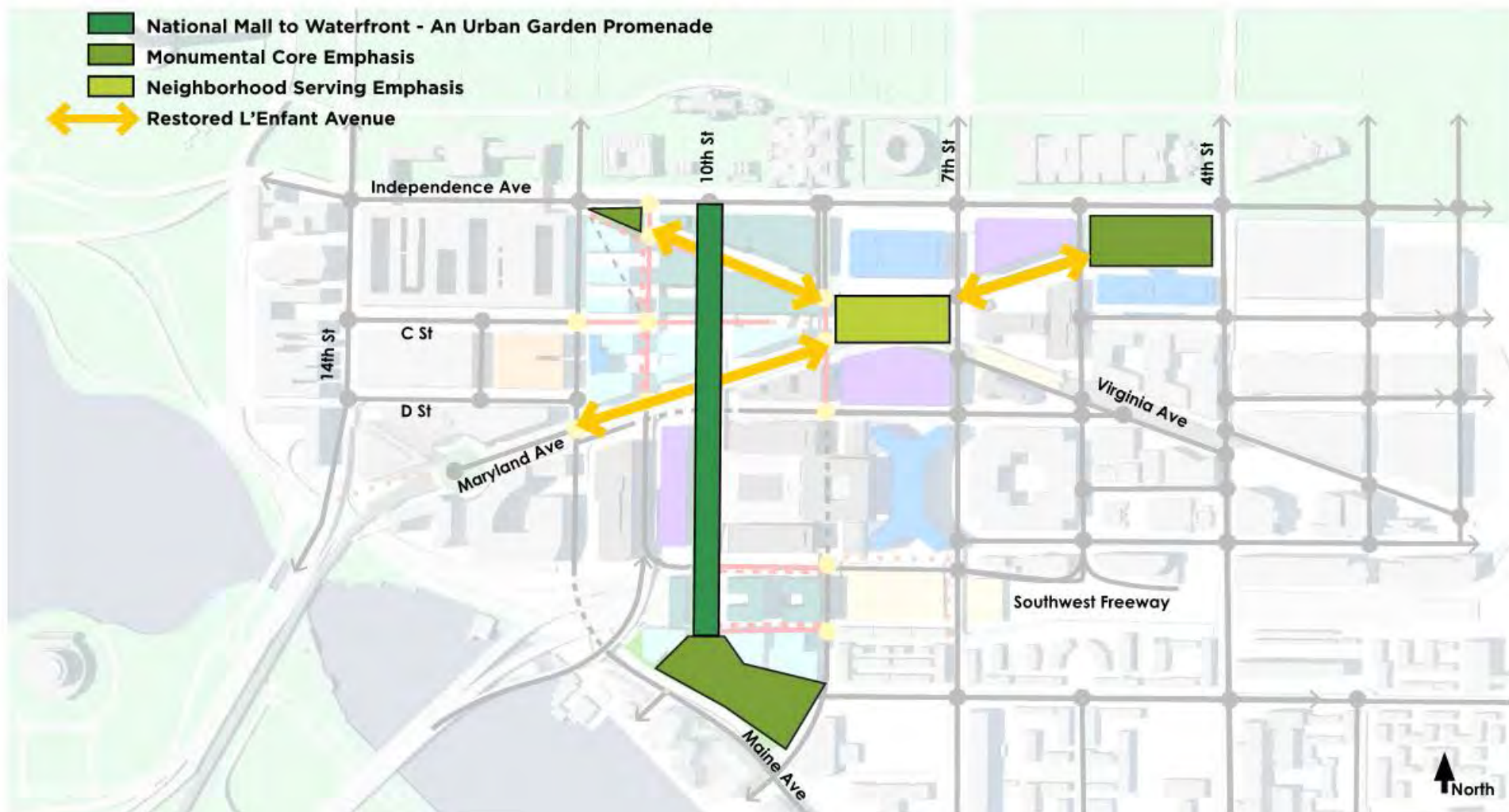
## Draft Recommendations:

- The scale of new development on the south side of Independence Avenue should respect the setting of the Smithsonian buildings to the north as viewed from Independence Avenue and from the National Mall.
- The scale and configuration of a museum(s) at Banneker Park should respect the existing residential development to the south and east.
- The scale of buildings along 10<sup>th</sup> Street should create an intimate experience along the corridor and frame the Smithsonian Castle to the north.



## Public Open Space - Potential Design/Program Emphasis

Note: Open Space Programming to reflect Museums and Memorials Master Plan Recommendations



## Draft Recommendations:

Banneker should have a monumental character whereas Reservation 113 should have a more neighborhood character.

Hardscape / landscape elements should be timeless, with both new and more traditional qualities.



# Discussion at Boards